

There is no need to live
A DOG'S LIFE
because of defective eyesight,
when it may be so quickly remedied by seeing
LAZARUS
12, QUEEN'S ROAD CENTRAL.
The only European Oculist in the Colony.

The Hongkong Telegraph

FOUNDED 1861
No. 12,664

三拜禮

號四十月三英曆

WEDNESDAY, MARCH 14, 1923.

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第12,664號

GRANDER MOTOR CARS
5 cord tyres, 5 wire wheels, Bosch Magneto, finest leather upholstery, foot rest and electric light in tonneau.
1922 models (with running boards) — \$3,800.00
1923 models (with aluminium steps) — \$4,800.00
THE DRAGON MOTOR CAR CO., LTD.
For Main Office Call Central 483 or 3353
For Show Room Call Central — 3950.

RUHR CONFERENCE ISSUES.

Possibilities of a Settlement.

(Reuter's Service.)

London, March 13.
M. Poincaré returns to Paris from Brussels to-day. His conference with M. Theunis marks an important step forward, for the announcement that at the occupied territories will only be evacuated in accordance with the payments which Germany makes, following Herr Cuno's recent hint that Germany has relinquished her demand for the evacuation of the Ruhr as an essential preliminary negotiation, is interpreted as foreshadowing the possibility of at least indirect Franco-Belgian-German conversations.
A semi-official statement in Paris to-day denies that the conference discussed a revision of the Treaty of Versailles, and says that questions relating to the military occupation exclusively concern France and Belgium, but the conditions to be submitted to Germany when the conversations with her be renewed must be subject to general discussions, with which the British and Italian Governments will be associated. Another decision at Brussels calculated to appease British traders was that German manufacturers who pay the export taxes shall be permitted to continue deliveries to foreign purchasers, under a special licence system. The French papers, commenting on the conference, emphasise the very categorical assurance now given that France and Belgium have never had any idea of detaching the Ruhr from the Reich, still less of annexing it.
Coblence, March 13.
The Inter-Allied Rhineland Commission has ordered the expulsion of a hundred and eighty more German officials, including one hundred and twenty-five customs employees.

London, March 13.
In the House of Commons the Government's majority fell to forty-eight on a division on Sir John Simon's motion to reduce the Foreign Office estimates in order to draw attention to the increasingly grave events in the Ruhr. A number of speakers criticised the Government's inactivity policy, and emphasised the danger of war. They urged an appeal to the League of Nations.

Mr. Asquith criticised the French policy, and emphasised the enormous extension and scope of the French operations in the Ruhr, and said the encroachment of the British occupation area had strangled British trade. Mr. Ronald McNeill, replying, reiterated the policy enunciated by Mr. Bonar Law and emphasised that the Government and country were still friendly towards France. He said that while the Government fully recognised the deplorable seriousness of the position and though difficulties had in some respects been increased, they were still as anxious as ever to maintain the friendship of France and avoid a final break.
The motion was rejected by 249 to 201 votes.

EXECUTIONS IN IRELAND.

A Papal Peace Mission.

London, March 13.
The Republican leader, Creevy, and another man, named Keenan, who were arrested in February after a raid on a bank at Oldcastle, and had been sentenced to death by court-martial, were executed in Mulligan barracks to-day.

William Healy was executed in Cork to-day. He was arrested whilst under arms during the recent attempt to burn the residence of a sister of Michael Collins.

London, March 13.
There was another execution in Dublin and three executions in Wexford to-day. Altogether sixty-three persons have been executed in Ireland since the Government's adoption of a stern policy.

Rome, March 13.
Monsignor Luzio, the Regent of the Apostolic Penitentiary and former Professor of Canon Law in Ireland, has left for Ireland on a peace mission from the Holy See.

GLOOMY TRADE OUTLOOK.

Sir Eric Geddes On Economy.

London, March 13.
Sir Eric Geddes, addressing the Federation of British Industries at Birmingham, said he doubted whether the trade improvement of 1922 would continue, owing to the dislocation arising from the occupation of the Ruhr, which would cripple German industry and impair the productive capacity of France and Belgium. Both were reacting unfavourably all over the world. We required increased capital to employ our increasing population, but the country was being taxed out of existence. It seemed unlikely that there would be any surplus of the national income over expenditure to add to our available capital. Recent estimates were not encouraging. The Government was taking two years to effect economies which the Geddes Committee recommended carrying out in a year. He assured the Government of the support of the trading community if it courageously explored further avenues of economy.

PRIESTS FALL FOUL OF SOVIET.

Warsaw, March 13.
A message from Moscow says the Soviet Government trial will be opening on March 14 h. of Archbishop Cieplak and thirteen Catholic priests from Petrograd on charges of anti-Soviet activity in 1918, and refusal to hand over sacred vessels and other valuables belonging to the churches in Petrograd. The penalty for the former offence is death and confiscation of property, and for the latter three years' solitary confinement.

AUSTRALIA AND IMPERIAL DEFENCE.

Melbourne, March 13.
There is keen satisfaction in official circles at the Imperial Government's decision to create a naval base in Singapore capable of dealing with modern ships. The Prime Minister, Mr. Bruce, expressed his pleasure, but declined any further comment, saying the whole policy of Empire defence would be raised at the forthcoming Imperial Conference.

LENIN AGAIN VERY ILL.

Helmingfors, March 13.
Lenin had an apoplectic seizure yesterday, and his condition is serious. The Soviet Government is issuing bulletins.

(Other Telegrams on Page 2.)

CANTON AFFAIRS.

Situation Still Obscure.

(Our Own Correspondent.)

Canton, March 13.
The political situation here continues to remain very obscure and unsettled, and little progress towards a settlement of the various problems has apparently been made. There is still great difficulty in filling the higher official posts. Many appointments have been made, but the appointees of one party on going to take up their appointments find that there is already some one else in charge, who has been appointed by some other party, with the result that no real control can be exercised by either.
Piracy in the Delta.
Pirates are again becoming very active in the Canton Delta, and during the last few days several launches have been pirated. On Saturday last, a launch was attacked by seven pirate vessels, one of them a very speedy craft. She was attacked near the first Bar and was soon in a sinking condition. The pirates then towed her into the middle of the fairway and allowed her to sink. She was removed from the fairway by the Customs authorities on Sunday. It is believed that two of the pirate launches were later captured by the local authorities.

Financial Situation.
The financial situation is critical, and an attempt is being made to get the merchants to pay their taxes in advance. In addition, a special temporary issue of notes to the value of \$6,000,000 had been made by the Treasury to meet expenditures.
Another correspondent states that owing to the confused state of the Provincial finances, the Civil Governor has decided to form a Financial Committee composed of officials, merchants and gentry, in order to arrive at a satisfactory scheme. In compliance with the request of the Civil Governor, the Chamber of Commerce has appointed representatives to render assistance to the officials who have been requested to investigate the exact number of Provincial banknotes in circulation.

Dr. Sun Yat-sen has decided to call another general meeting of all military commanders to deal with the question of meeting military expenses, in view of the fact that certain commanders will not give up control of the revenue-collecting bureaux.

CANTON MILITARY SITUATION.

Dr. Sun's Order Ignored.

A correspondent informs us that the Kwangsi and Yunnan troops are ignoring Dr. Sun's orders defining their sphere of influence. The former, instead of preparing to remove to the west, have increased their forces in Canton and further north, whilst the latter have declared that they intend remaining where they are.

With regard to the attempted return of General Hsu Sung-chi to Canton, a report from the North River states that about two regiments of Kiangsi troops have arrived at Nanchang and despatched large quantities of ammunition, field guns and machine guns, secured from the Hanyang Arsenal, to Shikwan. It is believed that Tso Sing-fun, the Tachun of Kiangsi, has joined hands with Chen King-ming's former forces, and with Shun Hung-yung in an effort to prevent the return of General Hsu.

CANTON GAMBLING.

Interference Not Opportune at Present.

A Canton correspondent informs us that at the meeting of the Anti-Gambling Society held at the Y.M.C.A. and attended by some hundreds of members, it was decided that the time was not opportune to ask the Government to suppress gambling. It was, however, resolved that the members themselves refrain from the evil, advise others to do the same, and to distribute handbills condemning all forms of gambling.

HONGKONG FIRE INSURANCE COMPANY.

Dividend of \$32 Per Share.

We are officially informed that, subject to audit, the General Managers and Consulting Committee of the Hongkong Fire Insurance Co., Ltd., will recommend at the forthcoming meeting of shareholders, to be held on 27th. instant, the payment out of the profits for the year 1921 of a dividend of \$32 per share, absorbing \$2,600,000 to pass \$200,000 to credit of Reserve Fund and £10,504.4s. 3d. at ex. 2.34—\$95,140.59 to credit of Reinsurance Fund, carrying forward \$631,693.38 in respect of the year 1922.

DUSTCART OUT OF CONTROL.

Dashes Into Grocer Shop.

A curious accident, which may have fatal results, occurred in town yesterday morning. A dustcart was coming down the slope of Elgin Street. The foreman who was at the brakes accidentally slipped, and fell in front of the wheels, one of which passed over his head, inflicting very serious injuries. The dustcart, being thus out of control, careered into a grocery shop and scattered its contents all over the place. Rice and other goods damaged by the refuse are said to amount in value to \$200.

HIGHWAY ROBBERY.

Sequel in Court.

Alleged to have been identified by the victim as having participated in a highway robbery on the Stanley Road on January 14th, a stonebreaker appeared before Mr. R. E. Lindsell, at the Police Court this morning, and was remanded for the attendance of witnesses.

It was stated by Sergeant James, who prosecuted, that defendant had been missing from his home at Aberdeen since the robbery. When eventually he did return, it was found that his appearance tallied with the description given by the victim, and this evidence was borne out further at an identification parade, when, it was stated by the officer, he was readily recognized.

KIDNAPPING CASE.

A Small Boy's Evidence.

Three Chinese to-day figured as the defendants in a case charging them with kidnapping an eight-year-old boy on the 9th. instant at Yau-mat.

The evidence, on which the prosecution could at present only rely was that furnished by another small boy, who stated that, with another companion, he was enticed to the railway station, but they did not allow themselves to be persuaded to take the trip out of the Colony. Only Sze To-mee Shek, the boy in the case, who had since the day when he was taken out of the Colony in the train, he had not been seen again. The attention of the police was drawn to the case on a report made by the other boys, and Inspector Laidlaw, bringing the charge into the Court this morning, informed the Magistrate that he had been instructed by Mr. Soboleff, of the Secretariat for Chinese Affairs, to put in an application for a remand.

In granting the application, Mr. Lindsell observed that the charge would have to be withdrawn if by that time the investigation had failed to produce any evidence that that of the small boy.

JUNKS COLLIDE.

Two Children Drowned.

Two junks came into collision at three o'clock yesterday morning off Futianhar Island, with the result that one of them, a fishing vessel, had her stern partially carried away. Two children, who were asleep, were thrown into the water and drowned.
The damage, though fairly extensive, was not sufficient to cause the vessel to sink, and she was towed back into the harbour by a launch which came on to the scene soon afterwards. Without offering assistance, the other junk sailed away, and the Water Police have been notified to keep a lookout for this vessel.

"ABRAHAM LINCOLN."

To-morrow's Attraction.

Hongkong must count itself fortunate in being able to see John Drinkwater's great play, "Abraham Lincoln," which the Holloway-Courtmeidge Company will stage to-morrow night. This is what The Cape said of the same Company's performance at Capetown:

"Not for many years, one ventures to say, has there been in Capetown an event fraught with such significance to dramatic art in South Africa as the production of 'Abraham Lincoln,' on Wednesday night at the Opera House. There you had a gathering, widely representative of the Mother City, held in a spell of wonder and delight. Not a whisper, not one false note of applause came from the vast audience to break the thrilled hush which lay over the House like some piece of enchantment. But then at the 'Curtains'—what rounds and rounds of cheers, ringing with satisfaction, reflecting the evident pride with which Mr. Holloway and his players witnessed the reception of the play and the work!"

To say that "Abraham Lincoln" is a noble play is to do it much less than justice. In one sense, indeed, it is strictly not a play at all, but rather a series of tableaux, curtained off by the recital of the Chronicle which told in words of wonderful power and majesty the growth of the great soul in the long, ungainly frame of Lincoln. Mr. Holloway's portraits of the President is a thing never to be forgotten. The natural ease of his acting, the strict feeling for balance, the perfect poise—these are quite subsidiary to one's sense of the nobility and dignity which the plain, simple and homely figure and life of Lincoln were invested. You see this man, rough and uncouth statesman, pure-souled patriot, marching through the episode to his inevitable destiny—a man with an inviolable sense of duty, of exalted love of his people of simple and childlike heart, looking towards the vision of his nation, seeing in his own unworthy self the hand of God shaping its future, laying the foundation of justice and liberty on which to build a people's happiness. And what a lesson the play has for us South Africans—this statesman and patriot surrendering all to the love of country, his soul bleeding with compassion at the horrors of civil war, yet unflinching in his task of preserving the integrity of the American Union! A great and wonderful play, which no playgoer or politician should miss."

BRITAIN'S BIRDS.

Though countrymen in former days were interested in birds, chiefly after the manner of Tom Tulliver, who was "very fond of birds, that is, of throwing stones at them," they preserved some which we have destroyed, says a nature note in an exchange. Nevertheless our modern fondness may in a large measure atone for the taming of the wilds, and birds, which are very adaptable, have already recognized the annexation of our artificial environment in the form of the

SMALL POX.

Authorities Advise Vaccination.

The small-pox season has come round once more. It has, however, been twenty-six years this year and it is stated that an epidemic has broken out in Canton.

There is no need for any alarm, however, and a Telegraph representative who called on a Sanitary Board official this morning was informed that at present the outbreak does not warrant a vaccination campaign, such as was in force last year. Small-pox usually visits the Colony at this season, but nothing serious is anticipated.

Nevertheless, those who value their health are advised to heed the warning of the Medical Officer of Health (Dr. W. W. Pearce) at yesterday's meeting of the Sanitary Board and get vaccinated without delay. Vaccination is very little trouble and although the chance of the average person catching this dread disease is remote, the old adage, "prevention is better than cure," is a good one.

As there is no official campaign this year, Chinese are advised to protect themselves by being vaccinated at their dispensaries. Europeans, too, are advised to take similar precautions.

TO-DAY'S MISCELLANY.

Few outside Court circles realise how much work falls upon the holder of the position of Court Postmaster, to which a new appointment has just been made. The amount of mail which comes into and goes out of Buckingham Palace, or wherever the King is in residence, would surprise the ordinary householder or even the manager of a big firm. For his Majesty is a busy man, and starts his private work some time before many thousands of his subjects. He is also a frequent user of the telephone.

A German who wants to buy a motor-car is embarrassed by the vast number of marks required for such a purchase. He has appealed to the Automobile Association in the following terms:—I beg your pardon, Sir, if I come to you with a beg. I am very interested in the Motor sport, and that I have not enough money to buy one, motorcar I would you beg to send me some £. If you will not I beg you to ask your colleagues that give me some £. I have one good motorcar to buy. I was thankful to you if you de-patch some £ as early as it goes. My address is Karl Ernst Albrecht, Anklam, Pommern-strasse Germany.

White Lodge, Richmond, which, it is being said, will be the home of the Duke of York and his bride, was built by George IV. to replace another mansion near by, which he had somewhat rashly handed over to Sir Robert Walpole. It was a favourite country house of the builder's consort, Queen Caroline, but George III. preferred Kew Palace and conferred White Lodge upon Lord Sidmouth. It reverted, however, to the Crown, and was occupied at various times by our last three Sovereigns. Queen Victoria stayed there for a time after the death of her mother, King Edward made it his residence for a while before his marriage, and it was the early married home of King George and Queen Mary, whose eldest son, the Prince of Wales, was born there in 1894.

The model rabbit which the London General Omnibus Company introduced last year as a sign that a motor-omnibus was engaged on a country route is to have a follower in the shape of a turtle. The turtle will be the mascot of City omnibuses, being emblematical of the City's omnibuses, being a mascot shared by no others. A working model has been presented to the Company a small model of "Old

FOOTBALL COMPETITION.

Don't forget to send in your football coupon this week. You have a chance of winning £50 very easily.

The football season will soon be ending. Make the most of your opportunities.

Coupon appears on Page 4 of this issue.

News in To-day's New Advertisements.

Dates of forthcoming Gymkhana Meeting are given on Page 4.

For Sale! Two motor cycles.—Page 4.

A special dance is being held at the Kowloon Theatre to-night.—Page 4.

Powell's have received a shipment of children's raincoats and capes.—Page 7.

For the cinema programmes refer to Page 12.

LISTEN.

A mistake made once is experience. The same mistake made twice is carelessness. The same mistake made three times is plain foolishness. Failure to advertise adequately is a mistake. Don't make it too often.

Consignees are notified of the arrival of the s.s. "Lion"—Page 4.

"The Garden of Allah" is being played at the Theatre Royal to-night.—Page 4.

The s.s. "Mishima Maru" having arrived, consignees are given the usual notice.—Page 4.

"The Breaking Point" is the special feature at the World Theatre.—Pages 5 and 12.

For important forthcoming auction sales turn to Page 4.

To-day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 3.11/16d.
Lighting-Up Time to-day 6.33 p.m.

Bill," and this has been mounted on the bonnet of "B43," the omnibus which did useful work at Antwerp, Ypres, the Ancre, the Somme, and Amiens. Although the "B" type omnibus is gradually disappearing in favour of vehicles of later designs, it is the company's intention to continue to run "B43" as long as it is fit for public service.

It is a little surprising that Lord Leverhulme's assumption of the title of "Lord of the Western Isles" has not been deemed an infringement of the King's own title, "Lord of the Isles," an ancient historic dignity which originally belonged to the Macdonalds. There is to-day a line of Macdonalds—the Bosville Macdonalds—who bear the specific description "of the Isles." They claim their descent from the original Lords of the Isles who ruled over the western islands of Scotland (with frequent excursions to the mainland) for most of the fourteenth and fifteenth centuries. Strictly speaking, there were only four Lords of the Isles in all; the last of them being John Macdonald, who was deprived of his title by the Scottish Parliament in 1493. The Lordship of the Isles was much mixed up with the earldom of Ross, John being the eleventh earl. He is described as a "most modest man," and a scholar more fit to be a churchman than to command so many irregular tribes of people; but he managed a good deal of savage warfare and slaughter in his time. It was, however, not by war for his own aggrandisement that he became a powerful man. He was a great scholar, and his knowledge of the Gaelic language was such that he could converse with the people of the Isles in their own tongue. He was also a great collector of books, and his library was one of the most valuable in Scotland. He was a man of great energy and determination, and he was able to bring about a great deal of good in his time. He was a man who was truly a Lord of the Isles.

NOTICE



THE FAR EAST BUILDING CO.
Nos. 42 and 44,
Des Vaux Road Central,
Telephone 3082 Central.

METALS

of all kinds, especially for
ship-building and engineering
work. Complete stock. Best
prices. Immediate delivery.

SINGON & CO.,

(Established A. D. 1880)

HING LUNG ST.

Phone — Central 515.

MING YLEN STUDIO.

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ARTISTIC PHOTOGRAPHS

FOR ALL OCCASIONS

Call, or Phone Central No. 4310

PIANO
FOR HIRE

at moderate prices.

**TSANG FOOK PIANO
COMPANY.**

44A Wanchai Road.

PHONE CENTRAL 2127.



T. NAKAO

Japanese Shoe Expert.

**TORTOISE SHELL BOXES
and CASES A SPECIALTY.**

Astor House Hotel Building,
Queen's Road Central.

MASSAGE HALL

MRS. S. UZUNOYE,

Expert Masseuse

7, Queen's Road Central,

2nd Floor

over Bombay Bazaar.

MASSAGE EXPERTS.

HARRY FURUKAWA

AND K. SAKAI.

19 WYNDHAM STREET.

Proven best by every test

MOUTRIE PIANOS.

NOTICE

Dr. M. E. ASGER,
(DENTAL SURGEON)

announces office removal to Top Floor

of the

UNION BUILDING

Telephone Central 1922

Hongkong, 1st March 1923

W. S. BAILEY & CO. LTD.

ENGINEERS & SHIPBUILDERS

KOWLOON.

HARBOUR REPAIRS

Call Flag "L."

Tugs, Barges, Light Draft &

High Speed Vessels & Motor

Craft.

Sole Agents For

"KELVIN MOTORS."

— PHONE —

Works.....Kowloon 21

ManagerKowloon 633

STEAM LAUNCH FOR SALE.

MASSAGE HALL

23, WYNDHAM STREET.

MRS. H. MORITA.

MR. H. SUGITA.

WONG SHU WONG

BOOTS, SHOES & SLIPPERS FOR LADIES

GENTS & CHILDREN, BEST DESIGN, PRICE

MODERATE.

21, PUTTINGER ST. PHONE 1616

MEE CHEUNG

Photographers. Photo Supplies

always in stock—roll films,

cameras, papers, and pictures of

local and S. China views.

Ice House Street

and

Beaconsfield Arcade.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong.

FOR HAIPHONG AND
HOIHOW.

Sails for Hongkong and Haiphong every

alternate Tuesday.

The favourite passenger steamer

HAI-MUN

Sails for Haiphong and Haiphong

(Capt. Charles E. Page).

Apply Thos. Cook and Sons or Fo Hing

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EARLIER TELEGRAMS.

THE NAVAL ESTIMATES.

London, March 13.

In the debate on the Naval Estimates, Mr. Darbishire expressed the opinion that it was contrary to the spirit of the Washington agreement to move a few hundred miles from Hongkong and then embark on the expenditure of £10,000,000.

Mr. Amery declared that this policy was in no way aimed against Japan. It was merely sought to restore to the Navy in these days of oil the mobility it enjoyed in the days of coal and small ships.

Mr. Amery agreed with the necessity for discussing Singapore and other naval problems with the Dominions in order to secure a united front.

A WORLD SURVEY OF CRUDE RUBBER.

New York, March 13.

The Times correspondent in New York states that the Rubber Association of America has named a committee of seven, under the chairmanship of Mr. Hotchkiss, to co-operate with the Department of Commerce in making a world survey of crude rubber. The directors unanimously approved the recommendations made to the British Committee which lately visited the United States, asking for the abolition of the Stevenson plan and immediate consideration by the Stevenson Committee of the request to release rubber, regardless of the quarterly periods or prices. The Association has decided to address any future protests to Britain through the United States Government.

OCCUPATION PROBLEMS.

The Hague, March 13.

In the States General, the Foreign Minister, M. Kamebeek, said that the attitude of the French and Belgian Governments gave reason to hope that the worst difficulties had been surmounted regarding import of goods from occupied Germany. Trains and boats previously stopped were now being allowed to pass, but negotiations were still proceeding concerning the coal tax. As long as present conditions continued, Holland's economic life, particularly in maritime towns, would suffer seriously.

GREAT CYCLONE IN AMERICA.

New York, March 13.

Over 40 were killed, hundreds injured and millions of dollars damage was done in the great cyclonic storm, accompanied by snow or torrential rains, which is sweeping the country from the Rocky Mountains to the Appalachians. Tennessee is the worst sufferer, but in portions of Virginia, Kentucky, Illinois, Mississippi, Arkansas and Wisconsin the Indians suffered heavy casualties and property losses.

RUM RUNNERS.

New York, March 13.

It is reported from London that a German syndicate is preparing to finance extensive smuggling operations to America. Also other indications lead the authorities to believe that the Atlantic coast of America is facing an attack by a rum fleet from three quarters of the globe. A squadron alleged to be from the vicinity of Bahamas is already rocking off the northern New Jersey coast; and preliminary landings are reported to have been made.

IRISH ARRESTS IN ENGLAND.

London, March 13.

An Irish official report says that one hundred and ten Irish arrests have been made in Britain, nineteen being women. Thirty-three arrests were made in London, 8 in Manchester and 22 in Liverpool.

RUHR OCCUPATION.

Berlin, March 13.

It is reported from Dortmund that the French Commander has informed the Ruhr authorities that if any more Frenchmen are murdered there the Chief Burgmaster, now a hostage, will be immediately shot.

THE DAVIS CUP.

New York, March 13.

The Argentine has challenged for the Davis Cup.

SERIOUS FIRE AT
CHUNGKING.

Shanghai, March 13.—On March 12th in a League First Division match Blackburn beat Liverpool by one goal to nil; Birmingham beat Sheffield United by 4 to 2.—*Reuter.*

STUDENTS POISONED.

The Hangchow Affair.

Shanghai, March 13.—Latest reports from Hangchow state that the death toll is now 30. The food analysis has disclosed the presence of arsenic.—*Reuter.*

PROPERTY AT
TSINGTAO.

Shanghai, March 13.—The Director of Kinchow Administration has informed the Government that, as a result of negotiations with the Japanese, it is agreed that China pay 600,000 for the transfer of moveable property at Tsingtao.—*Reuter.*

HOME FOOTBALL.

Shanghai, March 13.—In serious fighting at Chungking on the 7th and 8th March a fire broke out and destroyed practically half the city. No details are available.—*Reuter.*

ANIMAL DISEASES.

Sanitary Board
Regulations.

At yesterday's meeting of the Sanitary Board, Mr. G. R. Sayer (the Chairman) proposed that the Board introduce by-laws embodying amendments to the existing by-laws on the importation, inspection, segregation, observation and slaughtering of animals and disposal of their carcasses. He said that the main divergence from the existing by-laws was that they proposed to include equines. Hitherto it had been very doubtful whether horses were covered by the by-laws or not. It was certainly not clear that they were not, and it was not very clear that they were. About six months ago, when they had a serious outbreak of glanders, the Board decided, pending the final and thorough revision of the by-laws regarding animals, to pass a special by-law definitely intended to cover horses. It was considered desirable and essential that they should have control over equines as well as other animals.

The Chairman said he would like to take that opportunity of answering any actual or possible criticisms that might be made against the general proposals. It had been suggested that the laws at home in regard to this matter did not apply here, for the reason that there was no valuable stock to be protected, and it had been urged that owners of ponies here had always promptly knocked on the head any animal that showed signs of infectious disease.

Danger to Humans.

He did not know whether they had ever had a case of a human being infected with animal disease. This was probably due to the willingness of individual owners to slaughter their animals. But even if that was the only point to be considered, it seemed to him not to be a satisfactory state of affairs from the point of view of owners of racing stables or polo ponies, and certainly not from the point of view of the military authorities, to whom it might be very inconvenient to knock on the head all their draught animals. The main point was that certain animal diseases, particularly glanders, were contagious and communicable to human beings. He believed it was quite clear that if a case of glanders in a human being occurred the Board could hardly discharge its responsibility by saying that it was left to individual owners to knock their ponies on the head. The particular set of amendments differed from the existing by-laws mainly in that they definitely included equines. The Colonial Veterinary Surgeon had definite power to segregate suspected animals. That power probably existed in a vague way under the old section 12, which allowed the Board to take any action it deemed fit. Another proposal was that when a police officer or sanitary inspector was informed by the owner of a stable or had reason to suspect an animal to be suffering from disease, he could serve an interim notice without waiting for the elaborate machinery they had at present of calling a Board meeting to decide what action should be taken.

Dr. Pearce (the Medical Officer) mentioned that he knew of one case where the owner of a pony suffering from glanders refused to have it destroyed, and removed it out of the Board's jurisdiction. The Hon. Mr. T. L. Perkins seconded the Chairman's resolution, which was unanimously carried.

Amendments to Ordinance. Before proposing the resolution above mentioned the Chairman referred to a previous set of amendments to the same by-laws which were approved unanimously by the Board six weeks ago, and in respect of which it was decided that if it was found that any amendment of the Ordinance proper was necessary to empower the Board to make the amendments, the Government should be asked to amend the Ordinance accordingly. He had now received from the Crown Solicitor a draft embodying the proposals, and in order to save time he would like the Board to approve it at that meeting. The draft had not been personally gone through it very carefully and found that it did not exceed the proposals which had been approved by the Board. In one or two small details, after consultation with the Crown Solicitor, he proposed to cut out certain paragraphs relating to animals on ships in transit through the Colony. His view was that at present they merely had the effect of overloading the by-laws. In other respects the draft merely contained the proposals already approved. It was desirable that the proposals should be made law as soon as possible, and for that reason he asked the permission of the Board to move that the Crown Solicitor's draft be formally approved and that the Board invite the Government to make the necessary amendments to the Ordinance proper.

The Secretary having read the Crown Solicitor's draft, Dr. Ozorio expressed the view that members should have time to consider such a long statement before finally approving it. The Chairman: I should like to explain that it is merely putting in legal language proposals already circulated to members of the Board and approved.

Draft to be Circulated.

Dr. Ozorio: We are giving the Colonial Veterinary Surgeon very great powers for destroying animals without any compensation being paid. The Chairman: I do not think we can discuss that question again. We are only now concerned with the legal language of the draft.

Dr. Ozorio moved an amendment that the question be deferred until the next meeting in order that members might have an opportunity of going more fully into it.

The Chairman said he did not wish a division. He was anxious that the matter should be put before the Government as soon as possible. They had already approved the amendments and the only question was whether the Crown Solicitor's draft exactly covered what they had already approved.

Mr. C. G. Alabaster seconded the amendment, that the Crown Solicitor's draft be circulated amongst members.

The Chairman: I withdraw my resolution.

In reply to a question by Dr. Ozorio the Chairman said the draft would be circulated.

PEKING CABINET AND
MILITARISTS.

Still Disagreeing.

Peking, March 13.—General Wu Pei-fu wired yesterday urging the Cabinet to withdraw their resignations, saying that the demand for the appointment of nominees was not meant as a hostile act to the Cabinet. The Cabinet resumed office to-day but, owing to the absence of several Cabinet Ministers from Peking, no formal meeting was held. It is uncertain what will be its length of tenure of office, as Tsao Kun and Wu Pei-fu have still not withdrawn their demands but are still advocating drastic action against Dr. Sun Yat-sen, which, moreover, is offending the pro-Sun Yat-sen members of Parliament.—*Reuter.*

At yesterday's meeting of the Sanitary Board, Mr. G. R. Sayer (the Chairman) proposed that the Board introduce by-laws embodying amendments to the existing by-laws on the importation, inspection, segregation, observation and slaughtering of animals and disposal of their carcasses. He said that the main divergence from the existing by-laws was that they proposed to include equines. Hitherto it had been very doubtful whether horses were covered by the by-laws or not. It was certainly not clear that they were not, and it was not very clear that they were. About six months ago, when they had a serious outbreak of glanders, the Board decided, pending the final and thorough revision of the by-laws regarding animals, to pass a special by-law definitely intended to cover horses. It was considered desirable and essential that they should have control over equines as well as other animals.

The Chairman said he would like to take that opportunity of answering any actual or possible criticisms that might be made against the general proposals. It had been suggested that the laws at home in regard to this matter did not apply here, for the reason that there was no valuable stock to be protected, and it had been urged that owners of ponies here had always promptly knocked on the head any animal that showed signs of infectious disease.

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TELEPHONE CENTRAL 1910

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COMPANY REPORT.

Hongkong And Whampoa
Dock Co., Ltd.The Directors of the Hongkong
and Whampoa Dock Co., Ltd., in
their report and balance sheet for
the year ending 31st Dec., 1922,
state—The Gross Profit for
the year is \$1,508,452.79
After pay-
ing in-
terest \$268,194.60
and depre-
ciating Plant,
&c., by \$85,361.66
and pay-
ing a Bonus
to Staff of \$60,000.00
..... \$1,013,556.28there remains a
net profit of \$ 494,896.53
and adding amount
brought forward as
per last
Report: \$508,783.76
less Interim
Dividend paid
11th October,
1922 .. 240,000.00
..... 568,783.76leaves available a
sum of \$1,058,630.29
which the Directors
recommend to be
appropriated as fol-
lows:To pay a Final
Dividend at the
rate of 10%
per annum or
\$5.00 per
share.. \$500,000.00
To pay a Bonus
to Shareholders
of \$2.00 per
share.. 150,000.00
To carry for-
ward to new
account 588,630.29
..... \$1,058,630.29Directors: In accordance with
Article No. 90 of the Company's
Articles of Association, Sir Robert
Ho Tung and Mr. D. G. M. Bernard
retire by rotation, and offer them-
selves for re-election. Mr. G. M.
Dodwell and Mr. P. A. Cox retired
from the Board on leaving the
Colony, and Mr. T. G. Weill and
Mr. Allan Cameron were invited to
join the Board and these appoint-
ments require confirmation at this
meeting.Mr. D. G. M. Bernard has been
appointed Chairman for the year
1923.Auditors: The Accounts have
been audited by Mr. H. Percy
Smith, F.C.A., and Mr. A. R. Lowe,
F.C.A., who retire and offer them-
selves for re-election.
D. G. M. BERNARD,
Chairman.

GENERAL DA COSTA.

Entertained by Sir Robert
Ho Tung.Sir Robert and Lady Ho Tung
entertained H. E. General Sir
Manoel Gomes da Costa K.C.M.G. to
tea at Idlewild yesterday.
Representatives of the Portuguese
and Chinese communities were also
the guests of Sir Robert, to do
honour to the distinguished visitor
who was accompanied to Idlewild
by his A.D.C.H. E. Sir Gomes da Costa was
particularly interested in the col-
lection of curios and paintings which
he was given an opportunity to
examine minutely. The Chinese
scrolls also interested him. Exce-
llent. A very pleasant afternoon
was spent. Light refreshments
were served, and Mr. Goncalves
orchestra discoursed music which
added to the pleasure of the
gathering.Among the guests present were
Senhor Corveira d'Albuquerque
Castro, Consul General for Portu-
gal, Mme. and Mlle. Corveira, Capt.
Santos Pedro and Officers of the
Portuguese gunboat 'Patria' and
Mrs. Santos, Capt. Sebastiao Jose
da Costa, Chief of the Cabinet,
Macao, Mr. and Mrs. A. F. B. Silva
Netto, Mr. and Miss J. M. de
Castro Basto, Mr. J. L. de Selavina
Alves, Mr. and Mrs. C. F. de
Carvalho, Mr. P. V. Botelho, Mr.
J. P. Braga, the Hon. Mr. Chow
Shou-sun, Hon. Mr. Ng Hon-tze,
Messrs. Liang Shih-yi, Ho Fook,
Lo Cheung-shui, Ho Wing, Mr.
Chan Tin-sun, of Yuen Fat Hong;
Mr. Wong Ping-chen Chairman of
the Tung Wah Hospital, Chev.
Francisco Tse Yat, Messrs. Sia
Tak-fan, Yip Lan-chuen, S. W. Tso,
Wong Kwong-tin, Ho Kwong and
M. K. Lo.

SATURDAY'S REGATTA.

The Full Programme.

The full programme for Saturday's
interport and interclub regatta
(printed by the South China Morn-
ing Post Ltd.) is now ready. It
contains a list of patrons and
officials of the Royal Hongkong
Yacht Club under whose auspices
the regatta is being held, rowing
instructions, details of the presenta-
tion of rowing and yachting prizes,
a full list of events and a very
complete plan of the rowing course.
There are altogether nine rowing
events, commencing at 11.15 and
concluding about 6 p.m. These
comprise—Interclub pairs (distance 1 mile)
for the Murdoch Challenge Cup at
present held by the R.H.K.Y.C.
The entrants are the V.R.C., Shang-
hai R.C., R.H.K.Y.C. and Canton
R.C.Interport single sculls (distance
1 mile) for the Blair Challenge
Shield. Shanghai, Canton and
Hongkong compete for this trophy.
Interclub fours (distance 1 mile)
for the Stockbrokers' Challenge
Cup held at present by the R.H.K.
Y.C. Shanghai, Canton, the V.R.C.
and the holders are entered.Interport pairs (distance 1 mile)
for the Percy Smith Challenge Cup
held by the R.H.K.Y.C. Shanghai,
Canton and Hongkong will contest
this event.Dragon-boat race arranged by
Mr. Ah King."Hong" fours (distance 1 mile).
Police launch crews with Euro-
pean cox (distance 1 mile).Interport fours (distance 1 mile)
for the Smyth Challenge Shield,
Shanghai, Canton and Hongkong
being entered.Scratch fours (distance 1 mile).
This is open to all oarsmen of the
different competing clubs and
crews will be drawn by the various
strokes.

Rowing Instructions.

Course: The course will be from
the direction of Lyemun to the
Club House. All races will be
started by the starter from his
launch and will finish between a
mark boat flying the Club flag and
the Judge's lighter. Any boat
finishing outside these marks will
be disqualified (See Chart of
Course).The inside boundary of the
Course will be marked by mark
boats flying "Red" flags and the
outside boundary line will be mark-
ed by yachts of the cruiser class.
Boats must keep within these
boundaries, each boat keeping its
own course, and on no account must
any boat take another's water even
if leading by a big margin. Any
boat not observing these rules will
be disqualified. The Umpire's
decision to be final.Stations: The Captain of each
Club or his representative will draw
for stations at the Club House on
the 16th March at 6 p.m. These
stations will be numbered according
to the Chart. Crews must be at
their stations six minutes before
the start of a Race or they are
liable to be disqualified. The boats
will be towed to a raft close to
starting line and crews will embark
from the raft. Crews will be con-
veyed from the Club House to the
raft by launch.Heats: In the event of there
being more than four entries for
any race heats will be rowed off
on Friday evening.Colours: The Colours to be worn
by the Coxswains of competing
crews will be—Shanghai "red",
Canton "green", Hongkong "blue",
V.R.C. "white", R.H.K.Y.C. "blue".Boats: All competing crews must
row in clinker built boats, and any
dispute as to weight and/or mea-
surement must be referred 24 hours
previous to the event to the Regatta
Committee, whose decision will be
final. "Shells" may not be used.Challenge Trophies: All Challenge
Trophies will be presented to the
Stroke of the winning crew and
held for one year only, when they
must be returned to the Secretary
of the Royal Hongkong Yacht Club.
The Club of the winning crew will
be held responsible for the safe
custody of the Trophy and on no
account must Challenge Trophies be
taken away from China. These
Trophies must be competed for in
Hongkong waters only.Presentation of Rowing Prizes.
Mr. W. Logan has kindly con-
sented to distribute the Rowing
Prizes at a dinner to be held at
the Hongkong Hotel at 8 p.m.

Yacht Races.

Four yacht races for ladies are
included in the programme, the
handicaps for which are as follows:
Gael Class.Gael.
Capt. A. Taylor 07"Toinette.
Messrs. D. L. Ralph and
J. Thayer Scr.Thecla.
Capt. G. A. Crawford 20"Viking.
Mr. F. Trobridge 25"Dorothy.
Rev. G. T. Waldegrave 30"Joan.
Mr. D. H. Blake Scr.Chinook.
Mr. W. Davidson 2'00"Gladys.
Mr. J. L. Adams Scr.Seslark.
Mr. E. Cock "Spray.
Mr. L. Syder "Boojum.
Mr. F. G. Vaux "Winifred.
Mr. J. C. Finch "Adana.
Capt. W. Davison, R.N.R. "Sirius.
Mr. H. Scriven 20"Ursula.
Mr. H. S. Rouse 10"Lola.
Hon. Mr. E. A. Irving 30"Belinda.
Comm'd. M. E. Grace, R.N. 30"Owl.
Lady Stubbs 30"One Design Class.
Daphne.
Mr. F. R. Smyth Scr.Bonito.
Mr. O. S. G. Shep-
perd, R.E. "Ailsa.
Mr. C. E. L. Grist "Halcyon.
Mr. D. K. Blair "Handicap Class.
Diana.
Capt. T. Arthur Scr.Colleen.
Mr. J. D. McClachie 45"Rolls.
Mr. N. Croucher Scr.Lilac II.
Mr. R. Stock 20"Argula II.
Mr. J. H. Pearce 45"Dorchea.
Mr. Geo. Hoyk 45""Dress Ship".
The following cruisers will dress
ship and anchor on the outside
boundary line of the regatta
course, in positions to be allotted
to them—English Rig.
Azuma, Mr. P. M. Hodgson.

La Cigale, Mr. N. Croucher.

Feathers, Mr. E. S. Abraham.

Irene, Mr. R. Sutherland.

Aileen, Mr. S. T. Williamson.

Norsemn, Messrs. Ryan and Ralph.

Brynhilde, Mr. A. W. van Andel.

West Wind, Mr. G. G. Wood.

Fayth, Mr. G. Welton.

Violin, Mr. M. Henderson.

Queen Bee, Mr. F. R. Smyth.

Mist, Mr. A. McKirdy.

Isis, Capt. F. Brown.

Tavy II, Officers H.M.S. Tamar.

Chinese Rig.
Lady Jean, Mr. E. M. Raymond.Oenone, Hon. Mr. C. Severn.
C.M.G.

Niobe, Mr. A. R. Lowe.

Snipe, Hon. Mr. H. E. Pollock, K.C.

Helen, Mr. H. C. Resker.

Dorothy II, Mr. G. N. Orme.

General Arrangements.
Mrs. Blair has kindly consented
to distribute the prizes won during
the past season. Members of the
R.H.K.Y.C. and V.R.C., their wives
and friends, are invited to be pre-
sent. Tea will be served during
the afternoon at the Clubhouse.
By kind permission of Major
Wright and Officers, the Band of
the 2nd Batta. King's Regiment will
play selections during the after-
noon. Special Trams will run
from the Post Office to the Club
House at 2.15 p.m., 2.30 p.m.,
2.45 p.m. and 3 p.m. Launches will
run from Murray Pier every fifteen
minutes from 2 p.m. to 3.30 p.m.An interport sailing event be-
tween representatives of Swatow
and Hongkong will take place on
Sunday, 18th instant. Arrange-
ments to be announced later.JAPAN IMPORTS BULLFROGS.
Two thousand bullfrogs are
reported to have been brought
to Japan from San Fran-
cisco by the Korea-maru. They
are to be used for breeding pur-
poses. It is not stated whether
an enlarged supply of frogs is
desired for musical entertainment
or for culinary purposes, but it
can hardly be the latter since
frogs are not eaten in Japan.

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WILLIAM LUTHER, PATRICK LUTHER,
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Career, and a Cast of Unusual
Excellence Supports Her.

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PYRRHUS 2nd Apr. London & Rotterdam
BELLEROPHON 3th Apr. London, Amsterdam & Antwerp
DEUCALION 9th Apr. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)
TALTHYBIUS 14th Mar. Genoa, M'les, Liverpool & Glasgow.
ANTIOCHUS 6th Apr. M'les, Havre, Liverpool & Glasgow.
DEMODOCUS 20th Apr. Genoa, M'les, Liverpool & Glasgow.

PACIFIC SERVICE

(via Kobe and Yokohama)
PHILOCTETES 24th Mar. Victoria, Seattle & Vancouver
TYNDAROS 24th Apr. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)
AGAMEMNON 18th Mar. via Suez
EURYBATES 5th Apr. via Suez

PASSENGER SERVICE

PYRRHUS 16th Mar. for Shanghai
PYRRHUS 2nd Apr. for Singapore & London
MENTOR 7th May. for Singapore & London
TEIRESIAS 25th June. for Singapore & London
SARPEDON 4th Aug. for Singapore, Marseilles & London

For Freight and Passage Rates and all Information Apply to—

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
AGENTS.

NOTICE.

THE STORE OF

NIKKO

WHICH CONTAINS THE
VERY BEST EXAMPLES

— OF —

JAPANESE ART BOTH
ANTIQUE AND MODERN,
HAS BEEN REMOVED

— TO —

71, Des Vœux Road

(Next to Fire Station)

Do Not Fail To Visit

NIKKO

JUST ARRIVED.

NEW SHIPMENT OF

THE FAMOUS

"TOCCOS"

— AND —

"NESTOR"

Cigarettes

GRACCO-EGYPTIAN

TOBACCO CO.

12 A. Queen's Road Central.

NOTICE.

**THE COWIE HARBOUR
COAL CO., LTD.**

SILIMPOPON COAL

THE undersigned are prepared to quote prices for best quality freshly mined Silimpopon Coal, trimmed into Bunkers at Sebatik or Sandakan (British North Borneo), and to contract for regular supplies of cargo lots at favourable rates.

Steamers calling at Sebatik or Sandakan exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 26 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the Port may be had on application to

GIBB, LIVINGSTON &
CO. LTD.
Agents,
The Cowie Harbour Coal Co., Ltd.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS			
7.00 a.m.	7.10 a.m.	Every 15 min.	
7.30 a.m.	7.40 a.m.		
8.00 a.m.	8.10 a.m.		
8.30 a.m.	8.40 a.m.		
9.00 a.m.	9.10 a.m.		
9.30 a.m.	9.40 a.m.		
10.00 a.m.	10.10 a.m.		
10.30 a.m.	10.40 a.m.		
11.00 a.m.	11.10 a.m.		
11.30 a.m.	11.40 a.m.		
12.00 noon	12.10 noon		
12.30 noon	12.40 noon		
1.00 p.m.	1.10 p.m.		
1.30 p.m.	1.40 p.m.		
2.00 p.m.	2.10 p.m.		
2.30 p.m.	2.40 p.m.		
3.00 p.m.	3.10 p.m.		
3.30 p.m.	3.40 p.m.		
4.00 p.m.	4.10 p.m.		
4.30 p.m.	4.40 p.m.		
5.00 p.m.	5.10 p.m.		
5.30 p.m.	5.40 p.m.		
6.00 p.m.	6.10 p.m.		
6.30 p.m.	6.40 p.m.		
7.00 p.m.	7.10 p.m.		
7.30 p.m.	7.40 p.m.		
8.00 p.m.	8.10 p.m.		
8.30 p.m.	8.40 p.m.		
9.00 p.m.	9.10 p.m.		
9.30 p.m.	9.40 p.m.		
10.00 p.m.	10.10 p.m.		
10.30 p.m.	10.40 p.m.		
11.00 p.m.	11.10 p.m.		
11.30 p.m.	11.40 p.m.		
12.00 midnight	12.10 midnight		

SPECIAL CARS.

BY ARRANGEMENT AT THE COMPANY'S OFFICE,
ALL PEAK BUILDINGS, DES VOËUX ROAD.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA

From EUROPE and STRAITS.

The Company's Steamship

"TAJIMA MARU"

having arrived from the above

ports, Consignees of Cargo are

hereby informed that their Goods

are being landed and placed at

their risk in the Hongkong and

Kowloon Wharf and Godown

Company's Godowns at Kowloon.

Goods not cleared by the 19th

March, 1923, will be subject to

rent.

Damaged packages must be

left in the Godowns for examina-

tion by the Consignees' and the

Co.'s representatives on any

Tuesdays and Fridays, at 2.30

p.m. within the free storage

period. All claims must be pre-

sented within ten days of the

steamer's arrival here, after

which date they cannot be re-

cognized. No claim will be ad-

mitted after the goods have left

the Godowns.

K. KAMEI,

Manager.

Hongkong 12th. March 1923.

SHERIFF BROTHERS

BIRTH MONTH STONES.

January ... Garnet.

February ... Amethyst

March ... Bloodstone

April ... Sapphire.

May ... Emerald

June ... Ruby

July ... Agate

August ... Moonstone.

September ... Crystal.

October ... Opal.

November ... Topaz.

December ... Turquoise

89 Queen's Road Central

AMERICAN NOVELS LIKED.

Readers Reverting to Sentimentality.

English readers are acquiring an appetite for American novels. London critics say this is one of the marked and definite features of last year's fiction. Publishers' lists and library reports showing greatly enhanced popularity of current American writings are their proofs.

At first "Main Street" failed to meet expectations in England. Its author charged the English with a snobbish disdain of contemporary American productions. He will now have to alter his opinion for his more recent "Babbitt" is meeting with much greater success on this side.

The Westminster Gazette's critic notes "the mounting tide of this American invasion," and declares "it is no accident. We are actually approximating nearer and nearer to the characteristic American viewpoint."

English readers during the year just ended have shown a marked reversion to sentimentality, to the commonplace and the conventional in the choosing of their books, observers say.—Philadelphia Public Ledger.

A HORSE IS GOOD FOR THE LIVER.

If you do not ride one try Pinkettes instead. As gently as nature these dainty little laxatives dispel constipation, banish liver-itch, sick headache, biliousness, clear the skin and purify the breath. Chemists everywhere sell them, or post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60 Kings Road, Shanghai.

THE VICTROLA

is superior.

We can convince by demonstration.

MOUTRIE'S—Sole Agents

UNIQUE JOURNALISM.

A Voice From the Pacific.

In the year 1797 the London Missionary Society purchased a ship and freighted it with missionaries for the Society Islands in the South Pacific Ocean. Thus commenced the first Protestant Mission to the Pacific. Other islands and groups of islands were successively occupied and the mission to the Sandwich Islands was commenced in 1820 by the Americans, who for some time previously had been training, at Boston, certain Hawaiian youths in the principles of Christianity. Two years later a printing press, in connection with the mission, came into use; and in the year 1836 the first English newspaper, "The Sandwich Island Gazette and Journal of Commerce," was commenced by Mr. Stephen D. Mackintosh, who, in addition to being its editor and a local wit, was also a merchant and auctioneer. The first volume of this paper, commencing on Saturday, July 30, 1836, and ending on July 22, 1837, is in the Library of the Royal Colonial Institute and is not only extremely rare, and possibly unique, but is also interesting as evidence of the social conditions of Hawaii at the period.

The editing of a newspaper in that far-away portion of the world was evidently a *tour de force*. In one of the early numbers is the following plaintive notice: "Any of the subscribers' friends or acquaintances, having in their possession Webster's Dictionary, and can (without too much inconvenience) favour him with the loan of the same will by so doing confer an especial obligation"—an advertisement doubtless inspired from editorial quarters, as the editor in apologizing for certain mistakes hopes that "less important errors will be excused without further apology." Moreover, he has a fellow feeling for other sufferers from the vagaries of printers and proof readers, as in the same issue he quotes under the heading "Errors of the Press," the following anecdote: And you can't think what havoc these demons sometimes choose to make of one's sense and what's worse, of one's rhymes. But a week or two since, in my ode upon Spring, which I meant to have made a most beautiful thing, where I talked of the dew drops from the freshly blown roses! the nastiest things made it from the freshly blown noses!"

Evidently at this period Honolulu was not without the social amenities, as the following advertisement testifies:

"Shrine of Adonis! Wm. Johnson
Cuts, curls, and shaves
with taste and care
And to bald heads restores the hair!"

His services must have been in great request on the occasion of the dance mentioned below: "Dancing," it is stated, "is the order of the day (should say order of the evening). A brilliant entertainment was given on board the Sulphur the other night to the residents, the Consuls, and the French officers. The elegance and good taste of the arrangements were exceeded only by the hilarity of the guests." That the materials for hilarity were not then lacking is shown by a letter dated June 7, 1837:

"On Monday evening the schooner *Iolani* sailed for the island of Kauai; a gentleman of this place embarked a few packages of goods; while taking them on board one of the cases was suffered to fall on the deck and one of the bottles which it contained was, in consequence, broken. It was immediately discovered by the olfactory nerves of the captain that the unfortunate bottle happened to contain wine!

The box and its contents were immediately pronounced contraband and hoisted on to the wharf; in vain did the shipper explain to the captain that it was a box containing a few articles of hardware—all to no purpose, the box was left on the wharf. A sad social catastrophe, which doubtless benefited some one in Honolulu.

THE SOCIAL LIFE.

Socially the life of the Sandwich Islands was in full swing and the missionaries were having a busy time marrying and giving in marriage, as well as burying. On February 2, 1837, there was a "marriage by Mr. Bigham, Kanikeaouli, King of the Sandwich Islands, to Kalama, the daughter of Kaihukua," while on February 11, the funeral of the Princess Hariatia Nahienaina took place, when, "the King, the chiefs, and the consuls appeared in uniform, and the chieftesses were arrayed in robes and turbans of black; the band and soldiery were likewise suitably arrayed in uniforms and badges of mourning." The following was the order of the procession: "Missionaries, Surgeons, Band of Music, Two Black Banners, King's Bodyguards, The Body, The King, Field Marshals, Chiefs, and Chieftesses [sic], British Consul, American Consul, in uniform, etc." It is interesting to study the order of precedence and to note that in those days pre-eminence of soul over body was recognized in the far-off Pacific.

An interesting fact shown by the notices of marriage that frequently appear in the Gazette is that the missionaries at this period seemed to have been in favour of mixed marriages. We know that some of the earlier missionaries in South Africa took to themselves native wives. The Church was not averse from giving its blessing to similar unions in the South Pacific. The natives were, of course, of a higher standard than the Hottentots of South Africa; else the hoax that is reported in the issue for April 13, 1837, could hardly have been so successful. "A hoax was practised on the Academy of Sciences, Paris, at its last meeting. An unknown individual ushered in, while the Academy was sitting, a fellow dressed as a South Sea Islander. The latter performed his part remarkably well, remained standing in the centre of the hall, staring wildly at those around him, and even showed several parts of his body that had been tattooed. He, of course, attracted much curiosity, but what was the disappointment of the assembly when M. Geoffroy de Hillaire announced that the savage was a European sailor!"

It is not possible to give illustrations of the varied and elegant poetry that appeared week by week in the Sandwich Island Gazette. Occasionally, however, even the editor refused to insert the poetical effusions that flowed from all parts of the Pacific. "We are grateful for the contributions of Q," he writes, "but Mr. U, who sent us 'The Dying Horse,' can do better by sending a living one, with a saddle and bridle—it would be far more acceptable." It was probably the general excellence of the Sandwich Island poetry that prompted the removal of a file of the Gazette from the local club: "The individual who took the file of the S.I. Gazette from the Reading Rooms, will greatly oblige the undersigned by returning it." In any case, Honolulu was a pleasant place to live in, save constant disputes between the rival religious factions as to what constituted the proper spiritual training for the natives. The editor himself steered a clear course, opening his columns to all views. Occasionally, however, he did

what all good editors should, by advising his public to use a necessary discretion when reading the opinions inserted in his paper. "We are glad to be able to offer the mixture," he writes, "poisonous though it may be to the public mind. We send it not forth in an unlettered phial, but stamp it Be Careful, that justice may not be strangled by the dose."—Evans Lewin, in the United Empire.

ROADS TO THE RIVIERA

Motoring in Central France.

The following article in the *Times*, contributed by Lord Montagu of Beaulieu, will be of special interest to those who met him when he visited the East not very long ago:

No one knows France who has not gone down to the south by road. I remember asking a friend who had habitually visited the Riviera for a great number of years whether Central France—this was in a old February—was still under snow. "I have never seen Central France," he calmly replied, "for I have always been through it by night in the train."

And hardly any visitor to the Riviera who has not gone by road has seen the picturesque and wonderful views of the Rhone between Lyons and Valence, the sun setting over the snow-covered mountains of the Cevennes on the right bank of the river, or the evening glow on the summit of Mont Ventoux, some twenty miles east of Avignon.

Nowadays it is difficult to recommend which route the traveller to the south of France should take, whether it be to the Biscaya or Mediterranean area. At present most main roads in France the routes nationales are either indifferent or frankly bad, the result partly of the war and partly of neglect before the war by the French road authorities, due presumably in both cases to lack of funds for repairs.

The great motoring organizations, such as the Royal Automobile Club and the Automobile Association, naturally recommend the routes most easily to be followed by the average motorist, and as a rule they suggest the route southwards from Boulogne, Beauvais to Paris or Versailles, or from Havre through Rouen to Versailles. Thence there are three routes which lead to the Valley of the Rhone the easternmost through Sens and Dijon, the middle one through Sens, Auxerre, and Autun to Macon, and the third the road branching right-handed from Melun to Cosne, Moulins, and thence to St. Etienne and Annonay to the Rhone Valley road near Valence.

Of these three routes, over all of which I have travelled many times, I think the last is probably the most interesting, but travellers that way should remember that the Col du Grand Bois, the watershed between the Loire and the Rhone Valley, reaches an altitude of over 3,000 ft. at the summit, and that trouble from snow may at any time be encountered for a distance of about six to eight miles.

In addition to these routes, which all terminate southwards in the Rhone Valley at some point between Dijon and Avignon, there is an Alpine road through Bourg-en-Bresse to Grenoble, and thence by the Col de la Croix Haute through Sisteron, Digne, and Castellane to Grasse, whence you can branch left-handed to Nice and Monte Carlo or right-handed to Cannes and St. Raphael.

THROUGH A CHESTNUT FOREST. There is also another road to the west of the Rhone Valley, good in surface, but between Le Puy and Nimes full of twists and turns, and therefore not much used by fast traffic. Between Villefort and Alais the road winds along the side of a series of hills outcrops of the Cevennes, through

THIEVES ASKED TO DINE.

Polite Armed Men Sorry for Calling.

New York:—Mr. William Thompson, a well-to-do building contractor, of Teaneck, New Jersey, on answering a ring at his door, found himself looking into the muzzles of a couple of revolvers.

"We understand you've just received 10,000 dollars cash on a contract," the visitors told him. "We've come for the money."

"Well," said Mr. Thompson, "you are right about my receiving the money. Come in and let us talk it over."

A FAMILY SCENE. "Don't be frightened, dear; nothing at all to be scared about," he said to his wife, who was at the dinner-table. "Just step into the parlour with the children."

Taken aback by the quiet courtesy of the husband, the men look off their hats and put their revolvers out of sight.

"Be seated, gentlemen, and I will explain about the money," Mr. Thompson said, inviting them to help themselves.

They sat down, but refused food. Then their host explained that he never kept money in large sums in the house, but he had put the dollars in the bank and drawn on them to invest in stocks. He had received the certificates that day, and drew them from his pocket. If the men insisted on taking the certificates they could have them.

The men said they wanted only the cash, and, failing that, would take nothing.

"You're a good soul, Mr. Thompson," said one of them, as they rose. "We're sorry we troubled you, and we wish you and your family a very happy new year."

"Same to you," responded the genial Mr. Thompson, as he showed them out.

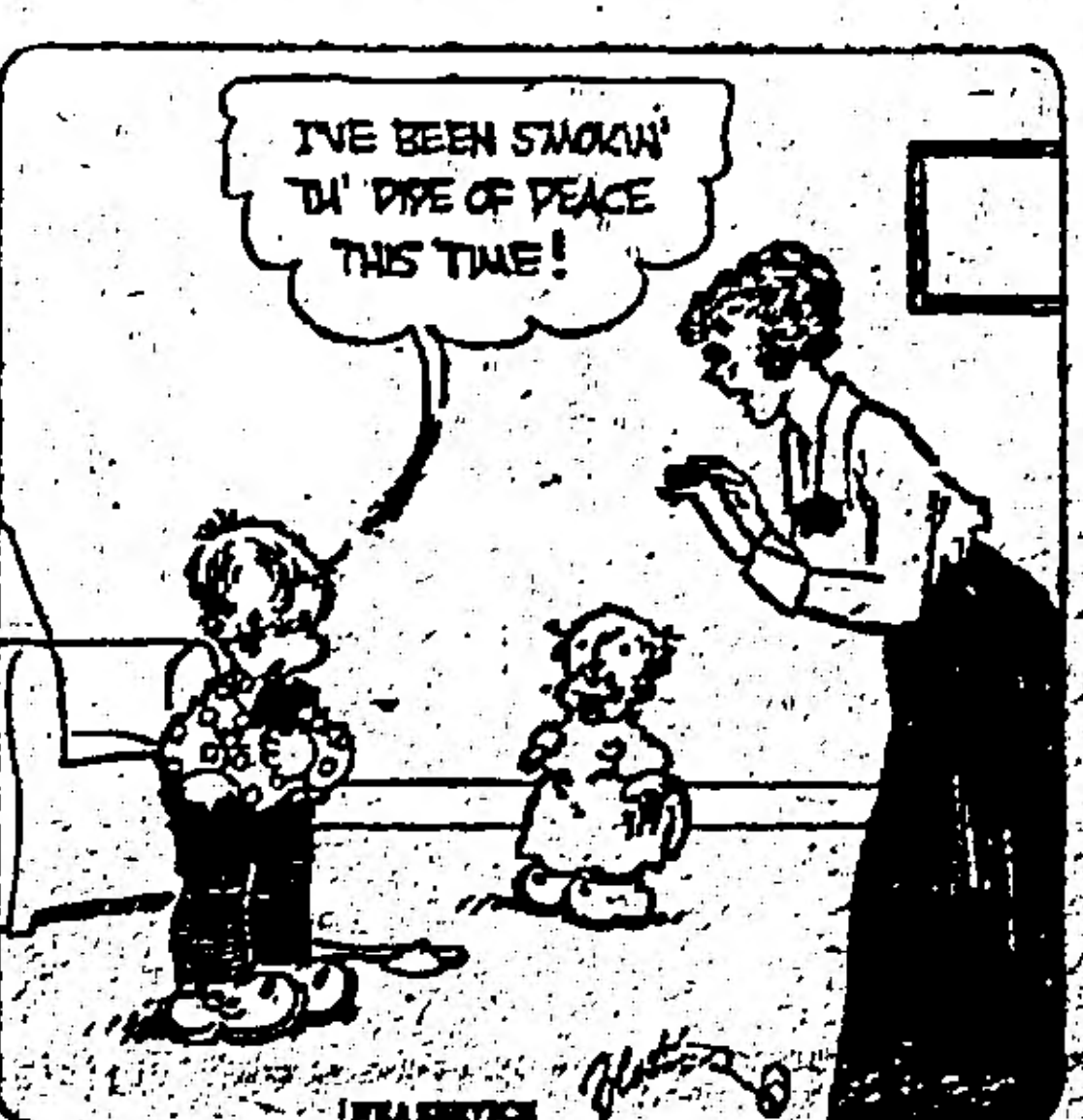
The visitors drove off in a large motorcar as the contractor returned to his dinner.

a forest of sweet-chestnut trees, well worth seeing, but tiresome and slow from a driver's point of view.

Finally, there is another route to the south of France to the west of Paris which is quite worthy of attention. Landing at Havre, you cross the Seine at Quillebeuf and proceed by Bernay to Montargis, thence by St. Calais to Blois, where you are in the centre of the Chateaux country. Then south by Chateaufort to Limoges and Brive, whence you go on still farther south till you get to Montauban. There, if you turn right-handed by Auch, whereas if you want to go to the Mediterranean side you go on through Toulouse to Carcassonne with its "flaming towers," and by Narbonne, Montpellier, and Nimes to Avignon and Cannes. The Eastern Pyrenees, where lies Vernet-les-Bains, a very attractive spot, are much less well-known than the Western Pyrenees.

There are always those who are in a hurry to arrive and those who like touring leisurely. If you want to get to the south of France in the minimum of time possible one of the new blue trains to the Cote d'Azur from Calais or Boulogne direct will serve your purpose. If you want to take only four or five days by road, one of the central routes I have described will suit you, joining the Rhone Valley at some point before Avignon. If, on the other hand, you have more time and want to get to know France better, go south by the Alpine road which I have described from Grenoble, or by the western road by Limoges and take three or four days longer on your tour. And to enjoy your journey thoroughly take good maps and study them.

FRE KLES AND HIS FRIENDS



Doing as Indians Do

BY BLOSSER

BURNETT'S

Finest London

DRY CIN

Unique in character and flavour

GIVES THAT DISTINCTIVE EXCELLENCE
TO A COCKTAIL

Sole Importers:—

A. S. WATSON & CO., LIMITED.

Phone Central 616.

Established 81 Years.

For those restless
nights—Victrola Music

The soft, restful accents of a beautiful voice,—the sweet, relaxing strains of lovely instruments; under the gentle influence of these, the disturbed and troubled little mind slips easily into peaceful rest.

There are a hundred and one incidents in your daily home life when your Victrola and Victor music prove possessions above all price. Why go another day without your Victrola? We make it so easy to own your own! We will deliver at once any model you select.

S. MOUTRIE & CO., LTD.

Exclusive Agents



FRESH PROVISIONS

Devonshire Bacon	per lb.	\$1.60
English "York Cut" Hams	per lb.	\$1.30
Gruyere Cheese	per lb.	\$1.60
Camembert Cheese	each	\$1.10
Roquefort	per lb.	\$1.20
American Cheddar	per lb.	90
C. & B. Potted Meats	per jar	55
Kippers, Scotch	per lb.	70
Bloaters, Yarmouth	per lb.	70
Findon Haddie	per lb.	75
Scotch Salmon	per lb.	\$1.50
Californian Oranges	per doz.	\$1.80
Grape Fruit	per doz.	\$3.60
Apples	per lb.	25
Lemons	per doz.	\$1.20

LANE, CRAWFORD, LIMITED.

THE CATERING DEPARTMENT

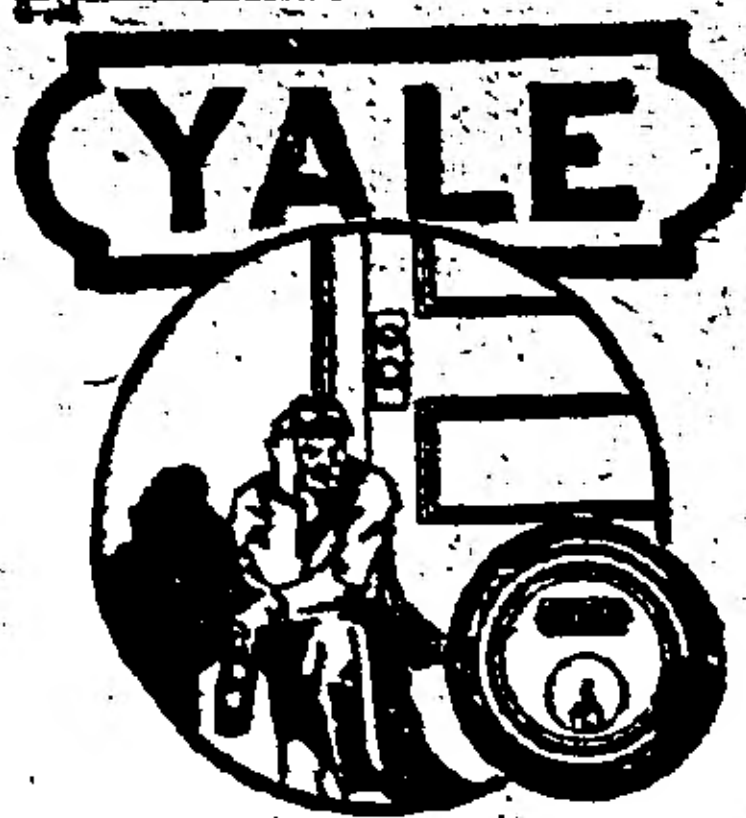
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CAFE WISEMAN

In reply with every requisite for carrying out orders for

MOTORING & WALKING PICNICS
WEDDING RECEPTIONS, GARDEN PARTIES
PRIVATE DINNERS, DANCE SUPPERS
LAUNCH and YACHTING PICNICS

Estimates and Menus can be had on application for any of the above no matter how large or how small the number to be catered for. All viands provided are of the finest quality supplied by the DAIRY FARM and prepared in the most recherche style by experienced Cooks under expert European supervision.

LANE, CRAWFORD, LTD.



YOU don't have to worry about the burglar outside of your door. It's when he gets inside that the trouble begins. If your doors are fitted with Yale Night-latches he can't get inside. The word Yale is your insurance against burglars.



The Telegraph.

HONGKONG, 14th March, 1923.

A MAIL SUGGESTION.

If there is one thing which is more important to the business men of Hongkong and the Far East generally than any other, it surely is the guarantee of a prompt and regular mail service with the United Kingdom. Complaints have recently been made that the existing service is so bad that cargo often arrives here before the documents relating thereto have come to hand by mail. Hongkong merchants know only too well that this is no stretching of the truth. Business houses here are frequently put to the trouble of getting guarantees endorsed by the Banks to give to the steamship agents before they can get the goods for which no bills of lading have been received.

Slow and irregular mail services account for the circumstances to which we have referred above, and the annoyance and confusion which is thus caused warrant the taking of every possible step to remedy what is a serious defect in commercial organisation. A few days ago we were notified that an improved weekly mail service via Brindisi would soon be inaugurated. But, to our way of thinking, a far more satisfactory arrangement would be the utilisation of aircraft for the carriage of mail matter destined for the East, at least over a part of the journey. If an aerial mail service between the United Kingdom and Suez, or Bombay, were instituted, documents relating to cargo could be despatched by it, catch a steamer already well on her way and be delivered in the East well ahead of the cargo boat. Commercial interests in Bombay and Calcutta would no doubt be glad to join in such a scheme, and letters for Hongkong and other parts of the Far East could possibly go by mail train from Bombay to Colombo and then be carried on by steamboat. Extra postage, of course, could be charged for this service, the advantages of which to business men would be inestimable.

We urge that this matter be taken up by the various Chambers of Commerce interested in the much-needed improvement of mail services to the East. It is up to business people to press home in the proper quarters the harmful effects which these mail delays are having on British trade in the East. The situation certainly calls for attention, and

organised representation would no doubt lead to good results in the long run. Incidentally, such a service as we have advocated would also be welcomed by exiles generally in the Far East, as it would bring us all closer into touch with our people at Home. For ordinary everyday correspondence it would not be necessary to use the aerial service, but for more urgent communications of a private nature the facilities, even if they involved an extra charge, would be deeply appreciated.

The New Economy.

We have already commented on the cut in naval expenditure, and some of the issues involved, and Reuter's report of the Rt. Hon. L. C. Amery's speech, published yesterday, gives us the Government side of the question. "You made us economise, though we did not want to do it," to parody a popular refrain. Whatever Mr. Amery might think, and others think with him, of the danger of the new policy of naval restriction, could just as well be applied to the military economies, in being and to come. The Army estimates for 1923-1924 are fifty-two millions sterling compared with sixty-two millions the previous year, and the establishment is to be 170,000 men compared with 215,000. Lacking the original strength of the Navy, and its mobility, the British regular Army is now being reduced to a minimum strength that should give the Government more anxiety than anything else. The late war proved conclusively that the country can find itself in such a position as to need a big army for service on the Continent, or overseas. Presuming that a similar situation is unlikely to arise for many years to come, we still have one great problem to face—the defence of India, whether against external or internal foes. The Indian authorities have already sounded a note of warning, but hope for the best. They, as the men on the spot, should know exactly how matters are. Just as with the Navy, there are, or were, men in the Army who would be valuable assets at any time, but who are victims of the "axe." Let us trust that, in their economy with our military forces, the Government have not gone just a little too far.

Rubber Restriction.

It is interesting to observe the wrangle that has been going on in our neighbouring Crown Colony, the Straits Settlements, and in the adjoining Malay States, over the policy of rubber restriction by which the price of the commodity was made to rise in a few weeks from seven-pence to eighteen-pence a pound. Apparently there are strong influences at work, with the manufacturing capitalists at the back of the agitation, to do away with restriction or else modify it considerably; but the Government appears prepared to stick to its guns, which is certainly a wise policy. The talk of American activities in rubber production will be accepted with reserve by all who know the conditions of the industry. But what of the future? Obviously, restriction cannot remain for ever, and the time is coming when the output will probably be even greater than it was recently, with a slightly, if at all, increased demand. Then (who knows?) we might have an even greater slump to comment upon. One interesting result of the adoption by Government of rubber output restriction is the opening of a fund, which it is hoped will realise £10,000, for presentation to Mr. A. W. Still, the editor of Malaya's leading newspaper, the Straits Times. Mr. Still fought hard and long for action to save the industry—and in this received the co-operation of practically every other editor in the country. It is not often that the influence for good of a newspaper with a wide circulation is recognised in this very tangible fashion, and in their presentation to Mr. Still the promoters of the project will be paying a tribute to the whole Press of the East.

RIFLE LEAGUE.

The League table to date is as follows:—

Team	F.	W.	L.
Dockyard R.C.	6	3	0
Taikoo R.C.	4	3	1
Police	2	1	2
R.G.A.	3	1	1
R.M.S. Titania	1	0	2
Defence Corps	2	0	2
Royal Engineers	1	0	4

DAY BY DAY.

"THE GREAT SECRET OF SUCCESS IN LIFE IS TO BE READY WHEN YOUR OPPORTUNITY COMES."—Disraeli.

Lieut. H.R. Donovan, R.G.A., has retired on retired pay.

Mr. and Mrs. C. W. Boswick left for Shanghai by the s.s. President Taft.

The Ellis Kadoorie Indian School sports have been postponed to the 21st instant.

Colonel W. Loring, R.A., well-known in Hongkong, has been appointed Colonel R.A. of the Northern Command, York.

Yesterday's health return shows two cases of cerebro-spinal fever (one Chinese and one Filipino), one case of diphtheria (Chinese) and one of enteric fever (Indian). The last-named was imported.

According to the s.s. Lee Sang, which arrived in port yesterday from Haiphong, via Hoibow, there has been a thick fog, lifting at intervals, in the Hainan Strait, during the last few days. Shipping has consequently been delayed.

SUBMARINE VOLCANIC
ERUPTION.

Observations at Hongkong.

The Director of the Hongkong Observatory informs us that at the time of the volcanic eruption reported by the Captain of the Wakasa Maru, namely, 3 to 4 p.m. on the afternoon of Friday, March 2, the seismograph at the Hongkong Observatory was quiet; but at 0 h. 53 m. 16 s. after midnight on March 3, the preliminary tremors of a large earthquake commenced. The long or surface waves commenced at 0 h. 56 m. 53 s. (a.m.), and the movements died away at 2 h. 55 m. (a.m.). The maximum movement was 20 mm. on either side of zero at 2 h. 2 m. 35 s. (a.m.). The estimated distance of the epicentre from Hongkong is 1,600 kilometres.

THE YARN MARKET.

Depending on Canton
Situation.

Messrs. Polishwalla and Kotwall, in their circular dated March 13th, state:—

Since our last report on the 12th February per str. Atsuta Maru, during the earlier part of the interval at the opening of the market at the Chinese New Year, much activity was displayed by the Chinese buyers for complementary purchases, which resulted in the sale of about 1,500 bales in 10's and 12's yarn of known chops at an advance of \$1 to \$3 per bale, but latterly the news of increasing brigandage and very insecure state of business and traffic in many consuming districts, have produced a depressing effect on our market, while several buyers, apprehending the present unrest continuing for some considerable time, have commenced selling their holdings at \$3 to \$4 under the ruling rates, which has caused further depression at the close, the tendency is quiet and uncertain; and although there must come out a strong inquiry by this time of the year, yet all prospects of a revival of business depend entirely upon the turn of political situation in Canton and adjoining countries.

The foreign holders are firmly holding out their stocks, owing to news of a very strong market in India, where prices are \$4 to \$5 higher as compared with those of our place. Total sales during the whole interval, 2,150 bales. Un-sold stock, 11,000 bales. Bargains in Chinese hands, 10,000 bales. Arrivals from Bombay, 5,000 bales.

Shanghai:—Local mills are reported to have done moderate business after the Chinese New Year and market kept up steady.

Japanese Yarn:—During the early part of the interval a substantial business had passed in this yarn at an advance of \$4 per bale, but at the close there was very little inquiry owing to the unfavourable situation, as stated above.

Raw Cotton:—Nothing of importance has passed in this staple commodity, but prices have remained very steady. Quotations:—Bengal \$37 to \$41 per piece; Chinese \$45 to \$52 per piece.

Gleams FROM THE Unseen

By Robert G. Shewan.

VI.—Do We Survive?

On that wonderful day,
When I am still on the bed,
Smile thro' your weeping and say,
"He is gone by the upland way."
Do not say I am dead.
Say "Tis the dying is past,"
Say "He is living at last."
Do not say I am dead.
From "Light."

If a man die shall he live again? The question is, I think, badly put. If a man die he perishes and cannot live, but I suppose the question means if a man's body perishes, can the map still live? And my answer is "Yes, I think so." I think the thinking portion of him remains, for, from my own experiences, I am forced to the conclusion that there is an unseen, intelligent communicator who has knowledge of the past and future, and when this communicator says that he is the spirit of a certain person, I do not see anything very incredible in the claim. But someone will say "No, it is not a spirit that communicates, but your own subconscious self that supplies the information." I don't understand what a sub-conscious self is, but if it can obtain information independently of me, and then supply it to me, it must be a being separate from me, so why should we say that it is not a spirit? At any rate, do not use the word "self" for what, plainly, is not a part of the self. Personally, I see no better name for the unseen communicator than "Spirit," and until I am told the difference between the spirit and the sub-conscious self, I prefer to use the older expression.

The Spirit World.

As to the reality of the unseen intelligence, the phenomena prove that, and it is no more a proof of its non-existence to say that the communications are poor and often false than it is of the non-existence of one's friend who has tried to communicate when the telephone has been out of order. Nor will "coincidence" explain, if by that is meant chance coincidence, for the messages are far too numerous to have happened by chance. As for the poverty and falsity of many messages, to an impartial judge that would be a point in their favour, as the average human being seldom even speaks correctly, while messages meant to deceive would be more carefully worded. The question of survival is, for me, no longer in doubt. The experiences I have had leave me no room for scepticism, but I do not blame those who have had no such experiences for being sceptical; they must search for themselves, and, if they seek with open, unbiased minds, they will certainly find. What will they find? They will find that this world is only a part of a greater world, not limited by our five senses as this one is; that there are others living in this greater world, some of whom have already lived as we do now, and that to them space and time do not exist as they appear to do to us; that these inhabitants of the greater world can and do communicate with us, and can do so in many ways, and can guide our steps and interfere with our lives here. And they will, I think, find, too, that there is something, call it spirit, or mind, or sub-conscious, as you like, within us that is also able to function in the greater world which, for convenience, I will hereafter term the Spirit World. This something, which I prefer to call the spirit, appears to be the real self, and our ordinary everyday self to be but a part of the real self and to be obliged to dwell in a body and function under finite earthly conditions. In sleep, that is, what in Job is called "deep sleep," the spirit seems to be able to withdraw itself from the body and to see the visions which Eliphaz spoke of and which at times it is able to impress upon our waking consciousness. As for Space and Time, they cannot exist. They are ideas which we have created to account for the finite conditions under which we live here, but to create them we have to imagine something incredible, that is that they are without beginning or end! Surely it is simpler to suppose that all time is present time; that is, there is no time, the past and the future are one and what we call the future is as much in existence as the past.

If we accept this, then, the future has as much effect upon our lives as the past, we are held rigidly by both, and the present is right when he says neither the actions nor the events of our life are our own work, for circumstances and external events are determined by a chain of cause and effect, so that our actions and our careers in life move forward with absolute necessity. Therefore at a man's birth his whole course of life, down to the details, is irrevocably appointed so that a somnambulist of a very high power could predict it exactly.

Someone will say "Oh, this is pure fatalism and destroys man's free-will." Well, I do not quite understand what is meant by man's free-will, so cannot say, but, if it means that we are free to do as we like here, then I have never yet met the man or woman who had such free-will. Circumstances are, as every one must admit, too strong for us, and we have to bow to them. On the other hand, if everyone were a law to himself, the world would soon fall into chaos and anarchy. A man can therefore only exercise his will power within the limits the Creator has fixed, and I see no reason why such will-power cannot or may not be affected by the action of unseen powers interested in guiding and directing our paths in life. We cannot suppose that we are sent here without an object, and if not, we must carry out that object. In that case what more likely than that we must need help in our task, help probably which no earthly fellow-creature can give us? We are all bound for a destination we call Death, just as a man in a train may be bound for Brighton, but to say that because that man is compelled to do certain things and perhaps be locked in a railway carriage in order to get there, he has therefore lost his will-power, is absurd. Every man has his destiny before him, otherwise his being here would be aimless; and within the limits of his character and environment he will work out that destiny by his own will.

Astrology.

The belief that man's destiny here is fixed and irrevocable is, "too," in harmony with the teachings of Astrology, a science which is ridiculed by many who know nothing about it, although it was studied and defended by no less a man than the great Newton himself. Astrology is not yet perfect and its teachers are, no doubt, still very far from the whole truth, but anyone who looks into it must be struck with the truth of much of its beliefs. To everyone the difference between a jovial and a saturnine, or a martial and a mercurial person, is apparent, but never, it is said, has a jovial man or woman been born at a time and under conditions which Astrology teaches can only produce a saturnine, martial or mercurial character. And is it not reasonable to suppose that these wonderful planets which are so immense and seem so near to us must have an effect or influence on the inhabitants of other planets?

Nor if we live under fixed laws does it seem unreasonable to suppose that some number or numbers should be specially prominent in our lives, just as a wheel might revolve or a part of a machine might find itself always completing a piece of work in so many revolutions or minutes, and wonder why it was the same number every time. Surely Mathematics, Astronomy, Geometry, etc., must play leading parts in our lives here? As regard Astrology, I have had some remarkable experiences, and as to numbers, I append a note showing how curiously the numbers one and six, or sixteen, seem connected with the principal events of my life, and the number thirteen, our birth-date, binds my twin brother and myself. The following extract from Fabre's "Works" bears, I think, on this point:—"Geometry that is to say, the science of harmony in space, presides over everything." We find it in the arrangement of the scales of a fix-cone, as in the arrangement of an Epilora's lily web; we find it in the spiral of a snail shell, in the chaplet of a spider's thread, as in the orbit of a planet; it is everywhere, as perfect in the world of atoms as in the world of immensities. And this universal geometry tells us of an Universal Geometrician whose

(Continued on Page 2)

GLEAMS FROM THE UNSEEN.

(Continued from Page 8.)

divine compass has measured all things. I prefer that as an explanation of the logarithmic curve of the Ammonite and the Epeira, to the worm screwing up the tip of its tail. It may not perhaps be in accordance with latter-day teaching, but it takes a loftier flight.

Intuition.

In conclusion, let me give the following extracts from various authors which I think have some bearing on the subjects I have touched upon in these notes—

Bergson: Intuition.—"Monsieur Bergson's philosophy is a vindication of intuition, the faculty upon which the poets, the Shakespeares, and Keatses, the Villons and the Verlaines have always depended for their knowledge of themselves, of the universe, and of their relations to the universe. We who are not poets are the deluded victims, says M. Bergson in effect, of our reasoning faculty which is constantly playing hob with us. We should submit to the authority of intuition, for to do a thing without reason, against reason, may in certain cases be to act from the best of reasons."

Death.

Mazzini: Death.—(in a letter to a friend)—"I have reached a conviction never to be shaken, that there is no such thing as death; that life cannot be without being for ever; that indefinite progression is the law of life, that every capability, every thought, every aspiration given to me must have its practical development; that we have ideas, thoughts, aspirations, which go far beyond the possibility of our terrestrial life; that the very fact of our having them, and of our being able to trace them, to our senses, is a proof that they come to us from beyond earth, and may be realised out of it; that nothing but *for us* being perished down here: and to think that we die because our form dies, is the same thing as to think that the worker is dead because his implements have been wearing out."

Sleep.

"Light" (12th July, 1913): Sleep.—"It is highly probable that the psychology of the future will find in a study of the sleep state the key to many mysteries of waking life. There is every reason to believe that some of us gather not only rest and strength from our nightly repose but much in the way of education and experience. The effects are felt in a variety of ways in the daily life, in vigour of mind, and clearness of purpose, or it may be in depression or foreboding, but only in exceptional circumstances is the subject of such influences able to trace them to their true source—the life lived on another plane of experience during slumber."

The Will to Believe.

William James: "The Will to Believe." The Self.—"Each of us is in reality an abiding psychological entity far more extensive than he knows—an individuality which can never express itself completely through any corporeal manifestation. The self manifests itself through the organism; but there is always some part of the self unmanifested, and always, as it seems, some power of organic expression in abeyance."

J. M. Waring: "Deja Vu".—The crowded corner of a market street; The surf-wet end of some long foreign quay; An old Kentucky garden, dim and sweet; A passing face, a word, a melody; When, of sudden, comes the thought to me, The vaguely troubled thought that passes feet; And leaves no light behind:—Unwittingly, "I have been here before, with straying feet."

Dreams.

F. W. H. Myers: Dreams.—"This problem of free human will amid the predictable operations of unchanging law may resemble the problem of molecular motion amid molar calm. Clear and stable is for us the Diamond; the Dewdrop is clear and still; yet within their tranquil clarity a myriad molecules jostle in narrow orbits, or speed on an uncomputed way. So to the spectator of all time and existence may the Cosmos be as one entire and perfect crescent, and yet man's petty hopes and passions may make endless turmoil among minutest elements and in its infinitesimal grains. These movements must be ruled by unknown law; yet on a wide view they will average out and will admit of predictions fulfilled immutably, and over-riding the small wills of men. Maybe we are apprehending as a stream of sequence that which is an ocean of co-existence and slicing our subjective years and centuries from timeless and

absolute things. Let us imagine that a whole earth life is in reality an absolutely instantaneous, although an infinitely complex, phenomenon. Let us suppose that my transcendental self discerns with equal directness and immediacy every element of this phenomenon; but that my empirical self receives each element mediately and through media involving different rates of retardation; just as I perceive the lightning more quickly than the thunder. May not, then, seventy years intervene between my perceptions of birth and death as easily as seven seconds between my perceptions of the flash and the peal? And may not some inter-communication of consciousness enable the wider self to call to the narrower, the more central to the more external: 'At such an hour this shock will reach you! Listen for the nearing roar.'

The Future.

Swedenborg: Man's Destiny. ("Occult Review.")—Every man is a spiritual being, clothed with a material physical body which is the mere instrument of the man himself. When the physical body dies, the man within does not die but lives on as a spiritual being, in a spiritual world, and is clothed with a spiritual body adapted to requirements of the spiritual world. This spiritual body (referred to by St. Paul) is very similar to, but far more perfect than, the physical or natural body. All (men, women, and children, good, bad and indifferent) when they leave this world, immediately pass into this world of spirits, which is neither Heaven nor Hell, but is the intermediate state between both. The majority of men, being neither good enough for Heaven nor bad enough for Hell, remain there for a considerable time until their character (determined by their ruling love, and their life while in the world) is fully developed for either good or evil. As like attracts like, the separation of the good and the bad takes place automatically. Each makes for where he feels most at home. What is Heaven to one man, is Hell to another and vice versa. After a time, each one finds his own place, either in one of the innumerable societies of which the Heavens are made up, or, if he deliberately chooses evil instead of good, and cultivates a hellish instead of a heavenly nature, he takes the opposite direction."

Numbers.

My name is Robert Gordon Shewan, each name containing six letters.

I was born in Canton Street, Poplar, London—all sixes.

My brother's name is William Thomson—seven each. Six and seven are 13.

We are twins and were born on 13th November, 1859.

So six seems to be my number, and seven his. I once asked him if he ever connected himself with a number and he said "Yes, seven."

He is the seventh child and I am the sixth, which again makes 13. I seem also to be connected with the number sixteen—that is six and ten or six and one as 10 (1+0)=1.

I went to office in my 16th year in 1876 in January, and probably began from the 1st. The date would read 1.1.76.

I left for China on 6.1.81.

I started Shewan, Tomes & Co. on 10.6.91 when 32 (two sixes) years old.

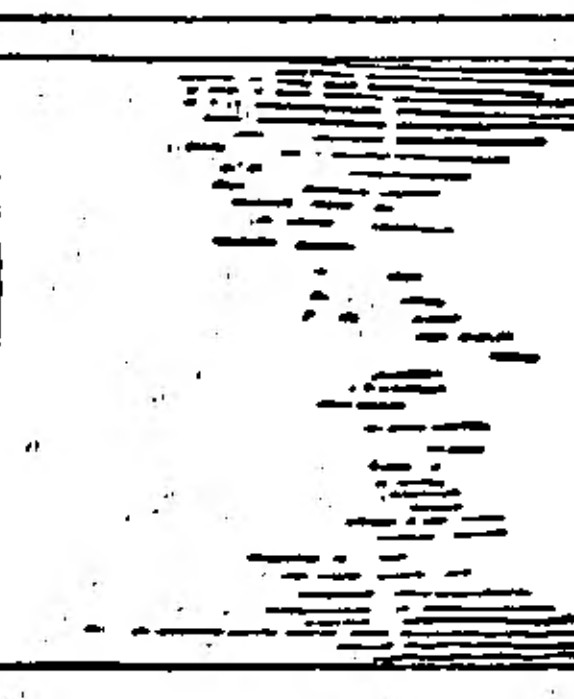
I was 16 years in China before I went Home for the first time in 1896.

I was married on 21.6.06.

In my case against Tomes, or rather his against me, judgment was first given in my favour on 26.1.14.

These are the principal events of my life, and I think the number of ones and sixes connected with them must be considered remarkable.

A PUZZLE A DAY.



A carpet-maker had a square piece of carpet, as shown above. He had two customers; each wanted a square carpet, just half the size of the piece. The carpet-maker made two straight cuts, and re-placed the carpet so that he had two square carpets from the large one. How did he do it? Yesterday's answer: The letters P N L I E E E S S S S S, when properly arranged, form the word: "Sleeplessness."

ROUND THE TOWN.

[By "Gadabout."]

Easma backed a real live winner when they decided to present a cabaret performance. Everything that Easma has a hand in seems to "go," and Saturday night's show certainly made a hit. A cabaret is a novelty to Hongkong and the fact that Easma was running it assured its success. The world and his wife turned up accordingly. There's something that rather appeals about a cabaret. You get a little bit of everything: it's a variety concert, a dance and a social combined. And the free and easy atmosphere of the whole thing catches on. You can tug up in your glad rags or you can wear any old thing you've got. And you can eat and drink and smoke and chat, or amuse yourself just how you like. There's nothing stiff and formal about it; everybody's natural. As the G.O.C. remarked, it would be a good idea to hold a series of similar entertainments, and I don't think there are any who would disagree with this suggestion. An evening run on the same lines as the one on Saturday now and again would do a great deal to brighten up our social life. We'd like some more.

The only criticism that can be levelled against the Easma cabaret was that it was almost too great a success, (if that is possible). It drew such a crowd that there wasn't really enough room. Still, that wasn't Easma's fault. The same might be said of quite a number of social functions. We have the same trouble at all the big balls, at some of the boxing tournaments, and other popular events. Saturday night went to show once again that we must have a big public hall. We are growing and we are progressing. Our population's on the increase and our social life's improving, and although the City Hall may have been all very well twenty or thirty years ago, there's no getting away from the fact that it's not big enough to fill the bill these days. We shall get a new City Hall in time, I suppose, just as one day Kowloon'll have its hospital, but there's a real need for a bigger building now.

Hongkong's had a full programme this past winter as far as the Theatre Royal's concerned. There haven't been many nights during the past few months when there wasn't a show of some description. Some of the companies which visit us complain of the poor houses they get at the Theatre. They're not too encouraging sometimes, I'll admit, but if the public isn't quite as kind here as at Home, at any rate, the newspapers are. Here's the write-up given by an Observer critic who went to Covent Garden to see "You'd Be Surprised"—"I wasn't until someone told me that Mr. Robey gets £600 per week for his performance in this piece. Then I was." Short and to the point, what? Still, it doesn't come up to the criticism of a play which was produced some years ago and which ran for only one night. It was called, "A Terrible Night." A London paper came out the next morning with the following report:—"A Terrible Night." By—Music by— "It was."

If this weather keeps up we'll soon be thinking about routing out our white suits and topees again. Flannels and sun hats are already beginning to make their appearance in some of the shop windows and they adorn the persons of an occasional pedestrian on the streets. But the Clerk of the Weather who looks after this part of the Globe's a bit of a wag in his way and full of surprises. According to the Observatory returns, the temperature last month varied between 46.3 on the 27th and 79.4 on the 14th, which gives the appreciable difference of over thirty-three degrees in thirteen days. At any rate, signs of summer are here. The V.R.C. have filled up their bath and some of the enthusiasts have had their first dip. A fellow I know who's not been here for one of our summers yet says he doesn't find the water a bit cold after England; in fact, he finds it warmer than at Home. I was induced to take a splash round myself the other day, but although bathing's possible it strikes a bit nippy to we old-timers, and I'll say a bird's got to be pretty keen to stay in long.

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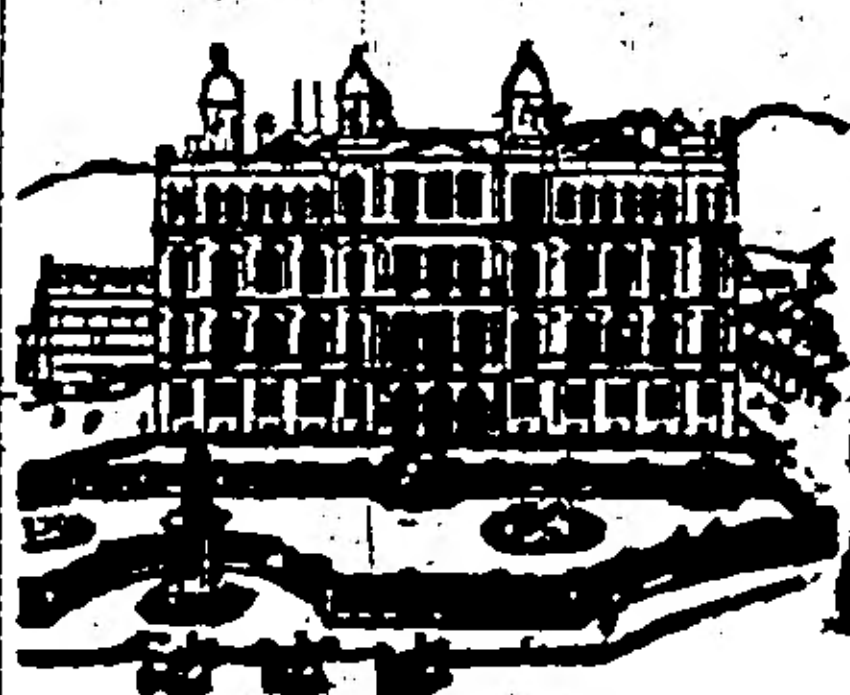
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OF INTEREST.

Overblouses of crepe or lace are effectively worn with black dull crepe costumes. The black and white combination is particularly effective this season when there is such a quantity of colour shown, and so many figured silks.

Smart vanity cases are worn now about the wrist. They come in black enamel, jewelled or plain, and finished about the wrist with a cord from which hangs a long black tassel.

The combination of jade and diamonds is a pleasing one when it occurs in a pair of ear-rings. The carved jade drop suspends from a double chain of tiny diamonds.

The newest bracelets are worn as near the shoulder as possible. They are jewelled or enamelled so that they give an effect of barbaric colour.

QUAINT NOVELTIES.

There is an amusing umbrella that has a short, knobby stick with just a stump of a tail to it, and when it opens out it looks like a cross between a Japanese umbrella and a lamp-shade.

The latest pencil case is somewhat in the nature of a surprise packet; it has a point at each end, one red and the other black—but not of lead: the red is to rouge the lips, and the black is to touch up the eyebrows and eyelashes; this frivolous bauble hangs round the neck on a fine gold or platinum chain.

The latest safety hat-pin is finished at each end with a knob of mother of pearl fixed in a cup of brilliant. Slabs of jade and onyx are also set in this way. Balls of onyx look beautiful when encircled by a ring of tiny brilliants. These pins are usually stuck sideways into the hat in front, one end being a fixture and the other being added afterwards; they are never more than three inches long.

QUAINT IDEAS.

Blouses, house frocks and lingerie are now decorated with animal, bird and fish motifs. The quaintest effects are obtained by embroidering a parrot clinging to a creeper that trails down one side of a blouse, a rooster crowing lustily on the front of a simple morning frock, or rows of tiny birds perched along a telegraph wire as a finish to a pastel pink nightgown in crepe de Chine or China silk. As to bears, mice, black cats and elephants, they are as ubiquitous as in a nursery or a kindergarten book, and may be seen on every second house frock and pinafore blouse, "undy" or river hat. The latest handkerchiefs, too, are decorated with charming little motifs that have been borrowed from the kingdoms of the air, land or sea. Handkerchiefs are rarely worked in any medium but silk or lustre cotton, whereas anything else, whether it be a hat, a bag or a gown, can be embroidered in silk wool, raffia, or beads.

THIS WEEK'S RECIPE.

Apple Pudding.

Ingredients:—8 medium-sized apples, 1 cup sugar (preferably brown), 1/8 teaspoon nutmeg or 1/4 teaspoon cinnamon, 2 table-spoons butter, 1 cup flour, 1/2 teaspoon salt, 1 cup milk and 3 eggs. Pare the apples, core and cut in eighths. Place them in a buttered baking dish. Add sugar mixed with spices and the butter divided into small pieces. Mix flour and salt with the milk to a smooth paste. Add eggs, well beaten, and mix. Pour over the apples. Place in a moderate oven and bake one hour. Serve immediately with cream.

MILLINERY GOSSIP.

A few of the new hat shapes are large, many are medium, but the great majority are quite small. All fit well down on to the head, and shade the face, even though they have only a narrow brim. Many are reminiscent of the coalscuttle hat of the '80's. Milliners have devised a natty way of slipping the trimming through the straw or material shape of a hat, so that it hangs down underneath the brim. A long ostrich feather placed downwards at the side of a hat and left trailing, so that it can be wrapped round the neck like a boa, if necessary, is quite the latest fad.

The "jockey" hat is one of the latest whims. The shape shows a front brim that bends over the face, slopes off at the sides to such an extent that the edge of the crown is exposed, and rests on the coil of hair at the back. Sometimes the brim is slit at the sides, and turned upwards at a sharp angle that vaguely suggests the effect of a Spanish comb. This back piece is invariably trimmed in some way or other—feather quills, a fan of heron's feathers that look like sprays of seaweed carefully dried and prepared. Another original model which is far easier to wear is a marquis shape, made about two sizes larger than the traditional size of such hats. This is more after the style of the hat worn by the courtiers in the days of Louis XVI, and it has an elegant cockade of feathers at the side.

A USE FOR OLD VELVET.

When frocks and blouses of velvet or velveteen become past wearing, they can be put to another use.

Velvet is the ideal polishing cloth, and will outshine chambray leather or linen. It works like magic on brass, silver, shoes, furniture and floors.

A good plan is to cut up the parts of old garments into pieces about half a yard square—for polishing cloths—and the small parts, such as sleeves, into little pieces for making pads. The latter can be stuffed with cuttings of linings or old cotton garments, previously washed. It is real luxury to have a store of such polishers ready for use.

THE LATEST VEILS.

Veils are very freakish this season, both in the matter of shape and design. The latest variation is round like a lampshade or table centre, and it is arranged on a hat so that the back falls shorter than the front; it is bunched up at each side, and finished with a fancy pin. The new veils have a very wide mesh. When woven of fine silk, the general effect created is rather that of a kind of fancy work made by looping strands of the finest silk tape together, than of an ordinary machine-made fabric. The mesh, as a rule, is circular or curved, although many attractive varieties show a square mesh in imitation of the coarse filet nets of the fisherfolk.

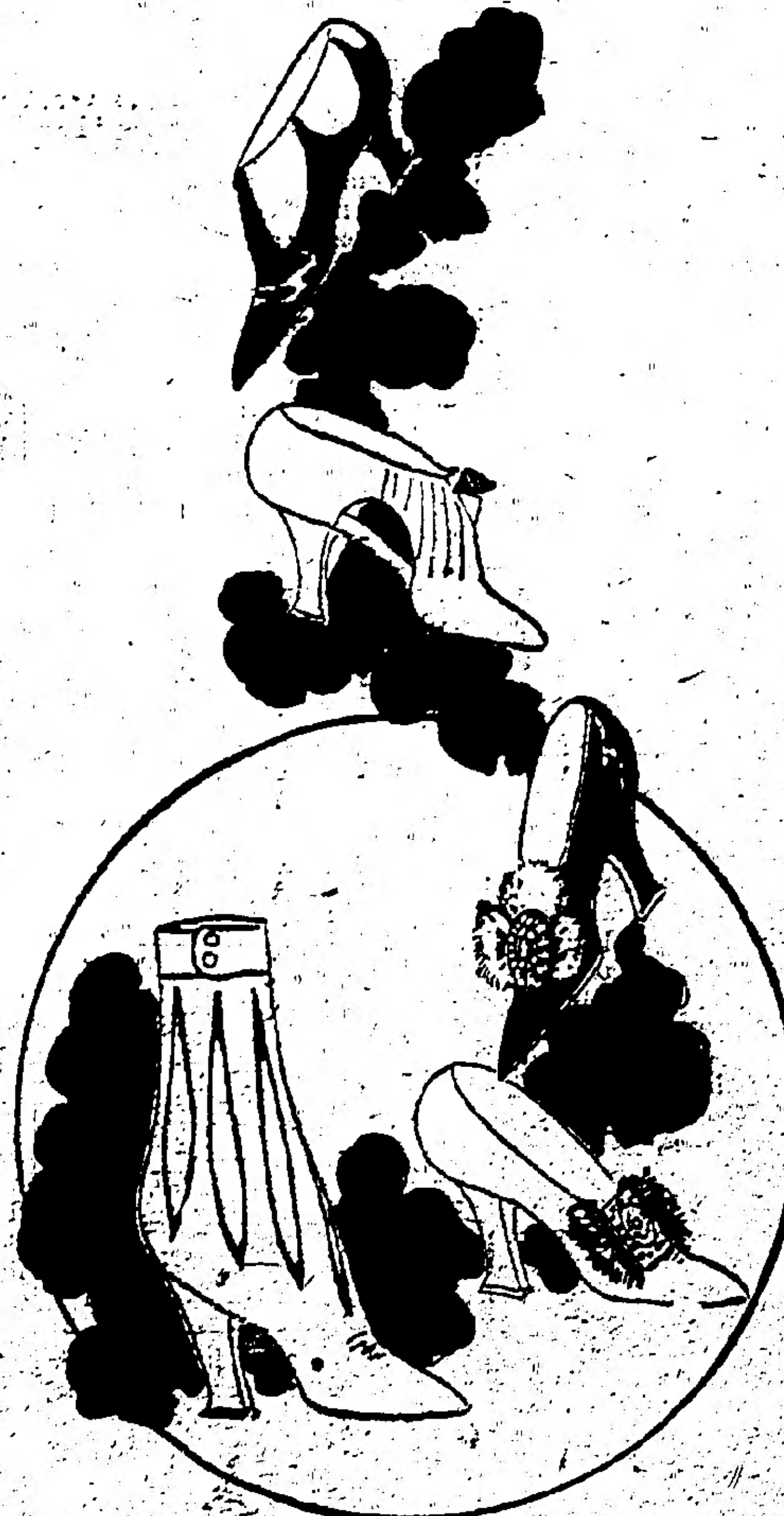
Fringes and fancy trimming are no longer used. The latest veil is quite plain, and relies entirely on the originality of its mesh for effect. Against the face, these out-sized meshes and designs look most original and smart. They are rarely seen in any other shade but black.

HOBBLE SKIRT BACK.



This new and charming spring model for street wear is hobbled to an extent that would have been fashionable in 1910.

one or more for each kind of work. The cloths are handy for small articles and finely turned or carved parts, the pads quick and convenient for large surfaces. To make an excellent floor mop, tie a large, flat-shaped velvet bag, with a draw-string, over the head of an old broom.



Black patent leather slipper for afternoon which has coloured suede above points of patent leather. The slipper below is of grey suede stitched in red. It is step-in shape with small lops on instep turned back to show red. The black satin slipper in the circle has a rhinestone buckle edged with wheels of grey fur; the brown satin slipper has a wide rhinestone buckle fringed with brown fur; the high boot is of pale green kid slashed from instep to ankle.

PACIFIC SHIPPING.

REDUCED FARE TO EUROPE
First Class

£120

Connection with Canadian
Pacific Atlantic Empresses.

£112

Connecting with Monoclas
Cabin Atlantic Steamers.

Second Class

£82

Connecting with Monoclas
Cabin Atlantic Steamers.

£80

Connecting with Canadian
Pacific Atlantic Empresses.

New Canadian Pacific Monoclass Cabin Atlantic Service.

Mont Laurier 17,100 tons gross. Montrose 10,400 tons gross.
Montcalm 10,400 tons gross. Montclair 10,400 tons gross.

If desired passengers may be routed via any Atlantic Port.

CANADIAN PACIFIC

Tel. Central 752

Hongkong Office.

Cable GACANPAC.



Reduced Fare to Europe £120-£112.

First Class Throughout.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

Steamers. Tons. Leave H'kong. Sailing Date. Leave H'kong.
KOREA M. 20,000. Mar. 20. S. S. TAIYO M. 22,000. Apr. 24.
SHANTO M. 22,000. Apr. 3. S. S. TAIYO M. 22,000. May 21.
SIBERIA M. 20,000. Apr. 15.

Calling at Manila. Calling at Dairen. Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers. Tons. Leave H'kong. Sailing Date. Leave H'kong.
ANYO MARU 13,000. Apr. 23.
SEIYO MARU 14,000. June 5.
RAKUYO MARU 17,500. July 20.

JAPAN-HONGKONG-JAVA SERVICE

BETWEEN

Osaka, Kobe, Moji, Dairen, H'kong, B'via, S'rang & Sourabaya.

Steamers. Destination. Leaving Hongkong.

PERSIA MARU Batavia etc. Apr. 3.

NEW YORK LINE.

(Freight Only.)

VIA JAVA AND SUEZ.

Steamer. Tons. Leaving Hongkong.

FUKUYO MARU March 17.

HAYO MARU May 8.

For full information regarding passengers, freight and sailings

Apply to: Y. TSUTSUMI, Manager.

King's Building. Tel. Central Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

To Los Angeles & San Francisco from H'kong by Direct Route.

U.S.S.B. "Dewey" ... Due Hongkong 16th Mar.

U.S.S.B. "Elkridge" ... Leaves Hongkong 17th Mar.

U.S.S.B. "Elkridge" ... Due Hongkong 2nd Apr.

U.S.S.B. "Elkridge" ... Leaves Hongkong 4th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO

WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH

BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Manila & Singapore.

U.S.S.B. "Elkridge" ... Due Hongkong

U.S.S.B. "Elkridge" ... Leaves Hongkong

U.S.S.B. "West Prospect" ... Due Hongkong 23rd Mar.

U.S.S.B. "West Prospect" ... Leaves Hongkong 24th Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information apply to

STRUTHERS & BARRY:

L. EVERETT, 1st Floor, Queen's Building.

General Agent for Phone Central No. 3003.

Japan-China-Philippines. G. P. BRADFORD, Res. Agent.

Indo-China-Straits & Java.

SERVICE TO NEW YORK.

NEW YORK and/or BOSTON
via PANAMA.

Calling at Shanghai & Kobe.

S.S. ARCHER ... 2nd half March.

For freight space and particulars apply to:

BARBER STEAMSHIP LINE INC.

ADMIRAL ORIENTAL LINE

AGENTS.

4, Des Vaux Rd. C. H.K. & S'hai Bank Bldg. Ground Floor.

A. & J. Jones Central 2477 & 2478.

PACIFIC SHIPPING.

DOLLAR
LINE

SAILINGS FROM HONGKONG.

For New York via Genoa, Marseilles, Boston and Baltimore.
S.S. DIANA DOLLAR ... 27th April.For New York via Genoa, Marseilles & Boston.
S.S. ESTHER DOLLAR ... End March/Beginning April.For San Pedro, San Francisco, Seattle & Vancouver.
S.S. GRACE DOLLAR ... 4th May.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

No. 4A Des Vaux Road, Ground Floor. Tel. Central 795 & 792.

NORDDEUTSCHER
LLOYD

FREIGHT & PASSENGER SERVICE

STEAMER TONS SAILING DATE DESTINATION

"PFALZ" ... 7,043 11th April. Singapore, Delawan,
Colombo, Port Said,
Trieste, Amsterdam,
Rotterdam, Bremen
and Hamburg.

"WERRA" ... 28th April. Singapore, Delawan, Co-
lombo, Suez, Port Said,
Genoa, A'werp, B'dam,
Hamburg & Bremen.

All dates subject to change without notice.

For Passage Rates and Freight apply to:

THE ROBERT DOLLAR CO.

No. 4A Des Vaux Road, Ground Floor.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN

STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI-KORE-YOKOHAMA.

"PRESIDENT MADISON" ... TO-DAY.

"PRESIDENT MCKINLEY" ... April 4th.

"PRESIDENT JACKSON" ... April 16th.

"PRESIDENT JEFFERSON" ... April 23th.

"PRESIDENT GRANT" ... May 10th.

REDUCED FARES TO

EUROPE

£120-£112

FIRST CLASS ON THE PACIFIC.

FIRST CLASS ON AMERICAN OR CANADIAN RAILWAYS.

FIRST CLASS ON THE ATLANTIC.

CHOICE OF TRANS-CONTINENTAL RAILWAYS.

ANY LINE ON THE ATLANTIC.

THROUGH ACCOMMODATIONS AND BOOKINGS ARRANGED.

TO MANILA

"PRESIDENT MADISON" ... March 14th.

"PRESIDENT MCKINLEY" ... March 24th.

"PRESIDENT JACKSON" ... April 7th.

SAIGON-SINGAPORE SERVICE.

Through Bills of Lading to all United States and Canadian Over-

land Points; also via Panama Canal Lines to Atlantic Ports.

Copies of this paper on file in our Offices SEATTLE, CHICAGO,

NEW YORK.

For Passage and Freight Bookings apply to

ADMIRAL ORIENTAL LINE.

Hongkong & Shanghai Bank Building, Ground Floor.

No. 4, Des Vaux Road.

PACIFIC SHIPPING.

CHINA MAIL

S.S. CO. LTD. (Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

Reduced Fare to Europe
CABIN £98-2nd CABIN £80

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.

S.S. NANKING S.S. CHINA

March 16th. at noon. April 18th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada

and cargo accepted on Through Bills of Lading for transshipment at

San Francisco by weekly sailings for principal Atlantic Ports.

CHINA MAIL STEAMSHIP CO. LTD.

PRINCE'S BUILDING, 105 ROUSE STREET.

TEL. FREIGHT DEPT. TELEPHONE PASSENGER DEPT. & AGENT.

Central No. 1934. Central No. 2161.

Cable add. "CHMAIL"

BOSTON & NEW YORK.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong

S.S. AGAMEMNON ... via Suez Canal ... 15th Mar.

S.S. CITY OF LINCOLN ... via Suez Canal ... 25th Mar.

S.S. EURYBATOS ... via Suez Canal ... 5th Apr.

S.S. IXION ... via Suez Canal ... 15th Apr.

S.S. KARONGA ... via Suez Canal ... 25th Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

(John Swire & Sons, Ltd.)

HONGKONG & CANTON REISS & CO. CANTON.

A NEW ELEMENT.

"Hafnium" Discovered by
Danish Scientists.

The year before the war broke out a young English physicist, Henry Gwyn Moseley, investigating in the laboratories of Manchester University the spectra emitted by various elements when acted upon by X-rays, discovered that the wave length of the spectral lines increased in a perfectly definite progression, so that it was possible to arrange the elements in a numerical series from 1 to 92, in which hitherto undiscovered elements were indicated by gaps. All but six of these 92 elements, included between hydrogen (1) and uranium (92), were known, the gaps occurring at the numbers 43, 61, 72, 75, 85 and 87.

Moseley's numbers are believed to be connected with the varying electric charge carried by the nucleus of each atom, and they define the chemical and physical properties of the elements. They have narrowed down the search for new elements by placing them in numerical order and enabling their nature to be predicted in advance of their discovery.

Last year M. Dauvillier announced in a French scientific periodical that he had found the missing element 72 in a mixture of rare-earth metals. But physicists were doubtful about this discovery, as from theoretical considerations it seemed impossible that this element could be a rare-earth.

NEW POSSIBILITIES.

Now comes a convincing claim from Professors Coster and Hevesy, of the Copenhagen University, that by the application of the X-ray spectrometer method invented by Moseley they have located the element 72 during an examination of an ore containing zirconium, which emitted spectral lines, the wave-lengths of which exactly fitted in the gap between 71 and 73. The discoverers have given clear and convincing details of their achievement in "Nature," and will shortly publish more complete data and photographs of the spectrum by which the new element betrayed its presence. They have named it "Hafnium" (derived from the Latin name for Copenhagen, Hafnia), and are at present engaged in isolating it from its associated zirconium which occupies the fortieth place in Moseley's numerical series. When that is accomplished, hafnium may rival radium by the possession of chemical properties hitherto undreamt of.

Henry Gwyn Moseley, whose research work at Manchester made this discovery possible, and laid the foundations of new and precise laws of chemistry, lies among the British dead in the graveyards of Gallipoli. Only twenty-eight at the time of his death, he had already won a place in the front rank of the world's scientists, and formulated a law on which all future investigations into the structure of atoms must be based.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition.

Western Union and Watkins, Bantleys and Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters Electricians.

Kowloon Docks

No. 1. Length 700ft.

Breadth 117ft.

No. 2. Length 371ft.

Breadth 74ft.

No. 3. Length 264ft.

Breadth 49ft. 3in.

No. 1 Slip Length 240ft.

Breadth 60ft.

No. 2 Slip Length 220ft.

Breadth 60ft.



Launch of Oil Tanker "PALUDINA" at KOWLOON DOCKS. Built to the order of

The Anglo-Saxon Petroleum Co. Ltd.

Please Address Enquiries to the Chief Manager.

M. DYER, R.Sc., M.I.N.A. Kowloon Dock Hongkong.

Tel. Kow. 100.

"OSKOTOLITAN"

DOCK

Length 400ft.

Breadth 85ft.

Aberdeen

HOPE DOCK

Length

Breadth 140ft.

"ALMOST DOCK"

Length 330ft.

Breadth 160ft.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS**
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
ALIPORE	3,273	14 Mar. 4 p.m.	Singapore & Bombay
KAJAHMIR	8,841	21 Mar. 4 p.m.	M'ses, London & Antwerp
SOUDAN	6,700	27th Mar.	S'pore, P'ang, C'bo & B'bay
DONGOLA	8,083	4th Apr.	M'ses, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	6,956	3rd Apr.	Singapore, Penang, Calcutta
JANUS	4,824	8th Apr.	Singapore, Penang, Calcutta
JAPAN	6,000	11th Apr.	Singapore, Penang, Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	7th Apr.	Manila, Thursday 1st land, T'ville, B'bane Sydney & Melbourne.
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Frequent connections from Australia with the following:-
The P. & O. Company's steamers to the United Kingdom via New Zealand, Vancouver,
112 Panama, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

ARAFURA	6,000	14 Mar. 10 a.m.	Moji, Kobe & Yokohama
SOUDAN	6,700	15th Mar.	Shanghai
JAPAN	6,000	19th Mar.	Moji & Kobe
KARMA	9,093	24th Mar.	Shanghai, Moji, Kobe & Y'hama

All dates are approximate and subject to alteration without notice.
Wireless on all steamers.
Parcels measuring not more than 18ft. x 2 ft. x 1 ft. will be received at
the Company's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight etc., apply to
MACKINNON, MACKENZIE & CO.
Agents,
22, Des Voeux Road Central.



**JAVA-CHINA-JAPAN-
LIJN.**

Tel. Address:
JAVALYN
Tel. Central 1574

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikobas	Java	in port	15th Mar.	Amoy, S'hai, Japan
Tjikembang	Java	in port	17th Mar.	S'hai & N. China
Tjiklatjan	Java	17th Mar.	22 Mar.	B'pan, M'ses, S'haia
Tjikini	Japan	15th Mar.	23 Mar.	B'via via B'ka, B'ton
Tjikancek	N. China	—	2nd Apr.	Batavia

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the

Java-China-Japan Lijn.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.		HOMEWARDS.	
Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENADE	13th Mar.	GLENSHANE	19th Mar.
GLENARIFFE	26th Mar.	GLENBROOKSHIRE	10th Apr.
GLENODLE	9th Apr.	GLENADE	20th Apr.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE, MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamer	Next Sailings from Marseilles	Pro. arr. at H'g. and Sailing for S'hai & Japan	Pro. Sailing from H'g. for M'ses
AZAY LE RIDEAU	—	—	15th Mar.
PORTHOS	—	—	3rd Apr.
ARMAND BEHIC	9th Feb.	17th Mar.	17th Apr.
PAUL LECAT	23rd Feb.	27th Mar.	1st May
ANDRE LEBON	9th Mar.	10th Apr.	15th May
AMBOISE	23rd Mar.	24th Apr.	29th May
CORDILLERE	6th Apr.	8th May	12th May

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)
A Class 1st Class £120.0.0 B. Class 1st Class £110.0.0
Steamers 2nd Class £ 86.0.0 Steamers 2nd Class £ 50.0.0
Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALE (CARGO) (TS)

S.S. C. M. MAILHOL loading for Port Sa'd, Valencia, Br'd-aux,
Havr., Antwerp & Dunkirk, a four middle Apr.
Sailings and dates subject to alteration without notice.
For full particulars apply to:

Messageries Maritimes Co.
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Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

SHIZUOKA MARU	...	Sunday, 18th Mar. at 11 a.m.
YOKOHAMA MARU	...	Saturday, 7th April.
MARSEILLES, LONDON & ANTWERP	...	via Singapore, etc.
HAKONE MARU	...	Wednesday, 14th Mar.
SUWA MARU	...	Wednesday, 23rd Mar.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU ... Wednesday, 21st March.

YOSHINO MARU ... Wednesday, 18th April.

NEW YORK & BOSTON via PANAMA.

TAKETOYO MARU ... Middle April.

BUENOS AIRES via S'pore, Delagoa Bay, Durban & Cape Town.

KANAGAWA MARU ... Friday, 13th April.

BOMBAY via Singapore, Penang & Colombo.

KAMAKURA MARU ... Thursday, 15th Mar.

GENOA MARU ... Friday, 23rd Mar.

CALCUTTA via Singapore, Penang & Rangoon.

BENGAL MARU ... Saturday, 24th Mar.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 15th Mar.

SHANGHAI, KOBE & YOKOHAMA.

TAJIMA MARU ... Tuesday, 13th Mar.

MISHIMA MARU ... Wednesday, 14th Mar.

HAKOZAKI MARU ... Monday, 26th Mar.

For further information apply to— **NIPPON YUSEN KAISHA.**

Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON via SUEZ.

S.S. "MUNCASTER CASTLE" Sailing on or about 23rd Mar.

LLOYD TRIESTINO.Taking cargo on through Bills of Lading for Levant, Black
Sea and Danube Ports.PIUMME having been re-opened for traffic, cargo is also
accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENEZIA" ... Sailing on or about 11th April.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" ... Sailing on or about 25th March.

S.S. "VENEZIA" ... Sailing on or about 28th April.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS
VIA COLOMBO.

S.S. "UMONA" ... end of March.

S.S. "UMZUMBI" ... middle of April.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1930. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	14th Mar.	20th Mar.

This steamer is fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc., and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36. Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"City of Poona" 15th Mar. ... S'hai, Kobe & Yokohama.

HOMEWARDS.

"City of Simla" 24th Mar. ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

"City of Poona" 15th Mar. ... Shanghai, Kobe & Yokohama.

"City of Simla" 24th Mar. ... Marseilles, London & Hamburg.

"City of Poona" 28th Apr.

Subject to change without notice.

For further particulars apply to

REISS & CO.
CANTON.**THE BANK LINE, LTD.**
(Tel. Central 80.)

COASTAL SHIPPING.

**INDO CHINA STEAM
NAVIGATION Co., Ltd.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow W'ngsang	Wed. 14th Mar. at 9 a.m.	
HAIPHONG via Hoihow Kwaisang	Wed. 14th Mar. at noon.	
ANTUNG via S'hai Esang	Fri. 16th Mar. at 10 a.m.	
STRAITS & Calcutta	Fri. 16th Mar. at 3 p.m.	
MANILA	Fri. 16th Mar. at 3 p.m.	
SHANGHAI via Swatow Tungshing	Sun. 18th Mar. at 10 a.m.	
SHANGHAI via Swatow Loksang	Sun. 18th Mar. at noon.	
KOBE via Yokohama	Mon. 19th Mar. at noon.	
BANGKOK via Swatow Yatsing	Tues. 20th Mar. at 10 a.m.	
SANDAKAN	Tues. 20th Mar. at 3 p.m.	
TIENSIN	Wed. 21st Mar. at noon.	
SHANGHAI via Swatow Hopsang	Thurs. 22nd Mar. at 10 a.m.	
KOBE	Fri. 23rd Mar. at 4 p.m.	
BANGKOK via Hoihow Chunsang	Sat. 24th Mar. at 10 a.m.	
STRAITS & Calcutta	Fri. 30th Mar. at 3 p.m.	

CALCUTTA LINE.—This Line now affords regular sailings to
Calcutta, Penang and Singapore. Returning from Calcutta
steamers proceed via Straits and Hongkong to Japan
occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans and carry a fully qualified Surgeon.
SHANGHAI LINE.—Sailings approximately every three days between
Canton and Shanghai, sometimes calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by
vessels with good passenger accommodation, sailings from
both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers
and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by
two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG".
Both steamers having excellent passenger accommodation.
Cargo taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov.
between H'kong & Tientsin calling at Weihaiwei & Chefoo.
BANGKOK LINE.—A weekly service is provided between Hong-
kong and Bangkok, via Swatow, by five steamers fitted with
up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about Thursday,
15th Mar., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT
SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiphong	W. C. Parsons	FRI. 16th Mar. at 1 p.m.
Haifong	Ellis Walker	TUES. 20th Mar. at 1 p.m.
Haiching	J. S. Thomson	FRI. 23rd Mar. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 16th March.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English
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S.S. BANDOENG MARU Sailing on or about 26th Mar.

For Moji, Kobe & Yokohama.

S.S. MACASSAR MARU Sailing on or about 21st Mar.

For further particulars please apply to

T. WATANABE,

Tel. Central No. 2206.

Second Floor, Prince's Building.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"TRIESTE"

From TRIESTE VENICE,
BRINDISI, MASSAUA, FOR
SAID, ADEN, COLOMBO,
PENANG, & SINGAPORE.

Consignees of Cargo are hereby
informed that all Goods are
being landed at their risk
into the hazardous and/or
extra hazardous Godowns
of the Hongkong and Kowloon
Wharf and Godown Co. Ltd.
whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be for-
warded unless notice to the
contrary be given before 9th
inst.

No claims will be admitted
after the Goods have left the Go-
dowens, and all Goods remaining
undelivered after the 15th inst.
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 25th inst.
or they will not be recognized.

All broken, chafed and damag-
ed Goods are to be left in the
Godowns where they will be
examined on the 15th inst. at 10
a.m. by our Surveyors Messrs.
Goddard & Douglas.

No Fire Insurance has been
effected.
Bills of Lading will be counter-
signed by

DODWELL & CO. LTD.

Agents.

NOTICE TO CONSIGNEES

ADMIRAL ORIENTAL LINE

The Steamship

"PRESIDENT GRANT"

having arrived from Manila
on March 9th. consignees are
hereby notified that their cargo
is being landed at their risk
into the Hazardous and/or Extra-
Hazardous Godowns of The
Hongkong and Kowloon Wharf
& Godown Co., at Kowloon, and
stored at consignees' risk.

Consignees of cargo must pre-
duce an Import Permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and damag-
ed cargo is to be left in the Go-
dowens, where it will be examined
at 10 a.m. on March 15th, by the
Company's Surveyors, Messrs.
Anderson & Ashe.

All claims must be presented
within thirty days of the steamer's
arrival here, after which they
cannot be recognized. No Claims
will be recognized after the goods
have left the Godowns, and cargo
undelivered on and after March,
16th, 1923, will be subject to rent.
No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
counter-signature immediately.
United States Shipping Board,
Emergency Fleet Corporation.

ADMIRAL ORIENTAL LINE

4, Des Voeux Road.

NOTICE TO CONSIGNEES

ADMIRAL ORIENTAL LINE

The Steamship

"PRESIDENT MADISON"

having arrived from Seattle
via ports, on March, 12th.
consignees are hereby notified
that their cargo is being landed
at their risk into the Hazardous
and/or Extra-Hazardous Go-
dowens of the Hongkong and
Kowloon Wharf and Godown Co.,
at Kowloon & stored at consi-
gnees' risk.

Consignees of cargo must pro-
duce an Import permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.</

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ARE A PILLAR OF STRENGTH
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1923TOURING MODEL
BRITISH BUILT

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\$3,500

\$4,000

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a demonstration

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Manager.

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ARTHUR E. ODELL, Manager.

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Catering under personal supervision of the Proprietor.

Lounge Bar and Billiard Room.

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Special arrangements for banquets and application to

J. H. O'BERRY, Proprietor.

CHINA COAST
OFFICERS.

The Latest Changes.

Captain R. Turnbull, of the
Postage, is on reserve. Captain
M. Penon, of the Kiukiang, has
gone master, Postage.Mr. J. S. Anderson, second
officer, Postage, has gone acting
chief officer, same ship.Mr. C. McKenzie Mather, chief
officer, Fengtien, has gone acting
master, Kiukiang.Mr. J. Grossett, second officer,
Kwangse, is on reserve. Mr. O. W.
Williams, from reserve, has gone
second officer, Kwangse.Mr. V. D. H. Bidwell, second
officer, Shuntien, is on reserve.
Mr. C. Carrington, from reserve,
has gone second officer, Shuntien.Captain E. D. Blackburn, of the
Linan, is on reserve. Captain A.
V. Harrison, of the Chinbua, has
gone master, Linan. Captain R.
Haymes of the Pakhoi, has gone
master, Chinbua.Mr. A. Buchanan, chief engine-
er, Chusan, is on reserve. Mr.
W. C. Sinclair, from reserve, has
gone chief engineer, Chusan.Mr. W. W. McDonald, supply
third engineer, Kiukiang, has gone
supply third engineer, Suiyang.Mr. J. V. King, from reserve,
has gone third engineer, Kiukiang.Mr. R. Thorburn, chief engineer,
Changsha, is on reserve. Mr. A.
Hamilton, chief engineer, Hsin
Peking, has gone chief engineer,
Changsha.Mr. A. W. Black has been ap-
pointed third engineer, Poyang.
Mr. J. H. Cameron, from leave,
has gone second engineer, Luenyi.Mr. J. Logan, chief engineer,
Kwangse, is on reserve. Mr. J.
Maher, from leave, has gone chief
engineer, Kwangse.Mr. T. M. Love, second en-
gineer, Woosung, is on leave. Mr.
A. Mackenzie, from reserve, has
gone second engineer, Woosung.Mr. R. F. Sheel, from reserve,
has gone second officer, Tung-
shing.Mr. J. Lindsay, chief officer,
Mingang, is on reserve. Mr.
H. S. Hurley, chief officer, Kwa-
isang, has gone chief officer, Kwa-
isang. Mr. G. F. Mathews, from
leave, has gone chief officer, Kwa-
isang.Mr. A. Sinclair, chief officer,
Loksang, has gone chief officer,
Chipsing. Mr. F. L. Harris,
chief officer, Fookshing, has gone
chief officer, Loksang.Mr. C. E. Webb, from reserve,
has gone chief officer, Fookshing.Captain J. McAlister, from
leave, has gone master, Fookshing.Captain D. Skinner, of the Fook-
shing, has gone master, Kwa-
isang. Captain T. Grant, of the Kwa-
isang, is on reserve.Mr. W. Henderson, third officer,
Loongsang, has resigned. Mr.
A. C. Newton, from reserve, has
gone third officer, Loongsang.Captain M. Dawson, of the
Kiangwo, is on reserve. Mr. S.
J. Barden, from reserve, has gone
acting master, Kiangwo.Mr. L. F. Ellis, second engineer,
Taksang, is on reserve. Mr. C.
Ross, from reserve, has gone
second engineer, Taksang.Mr. W. F. Campbell, from leave,
has gone second officer, Kiang-
wah. Mr. A. J. Kaloin, chief
officer, Kiangwah, has gone chief
officer, Kiangshin.Mr. H. Kjell, from leave, has
gone third engineer, Kiangshin.Mr. J. Engel, third engineer,
Kiangshin, has gone third en-
gineer, Kiangtong.Mr. O. Carvalho, from leave,
has gone third engineer, Taishun.Mr. E. J. Bucknill has been ap-
pointed second engineer, Kwang-
lee.—Shipping and Engineering.

GENERAL NEWS.

FICTION'S MIGHTY TIDE.

The Publishers' Circular's an-
alysis of English books published
in 1922 shows that we are mark-
ing time in the literary world, so
far at least as mere numbers are
concerned. The total of 10,842 is
184 less than in 1921, but the
difference is chiefly accounted for
by the increasing number of re-
prints, the actual numbers of
new books in 1922—8,754—being
only three less than in the pre-
vious year.

A SOLDIER OF FORTUNE.

Mr. Thomas Johnson, one of the
few remaining Englishmen who
volunteered for Garibaldi, has
died at Birmingham, aged 85. He
won three medals in Garibaldi's
Italian campaign. Afterwards he
joined the American Army which
quelled the Indian Rising in
Texas. During the late war he
was assisted in recruiting in
Birmingham. He also volun-
teered for trench fever experiments.

JUDGE ON JUDGES.

Sir Charles Darling and the
Courts.Mr. Justice Darling delivered
the "Saturday Lecture" on
"King's Courts of Justice," last
month at the Working Men's
College, Crowndale-road, St.
Pancras. He said that trial by
jury was, perhaps, the greatest
safeguard of the English people.
At one time there was ordeal by
water, when they took the dis-
putants and threw them into the
water, which he often wished they
would now, or at all events their
counsel. The one that sank was
held to be in the right, and the one
that floated with his arms and legs
tied must be in league with the devil.Only one judge had been dis-
missed for doing what it was
thought he ought not to have
done in his office, and he was an
Irish judge. (Laughter.) No judge
could be dismissed (it made one
feel very secure and independ-
ent) until the motion that he be
dismissed be carried in both
Houses of Parliament and sub-
mitted to the King. The judges
during the war had constantly to
decide between the subjects and
the Crown, and between the
Crown and enemy aliens. Eng-
lish judges were in the position,
which he believed no other judges
in the world were, of being
absolutely independent so long
as the representatives of the
people saw that they had
done nothing to forfeit their office
and could be trusted to do justice
between the humblest of the
King's subjects and the Crown
itself.

PASSENGERS ARRIVED.

Per s.s. MISHIMA MARU
from Europe.—Mr. J. P. Dew-
hurst, Mr. G. N. Lister, Mrs. M.
F. da Vasconcellos Sa, Mrs. G.
M. Nolasco da Silva, Mr. & Mrs.
W. Turner, Mr. H. Jory, Mr. &
Mrs. K. J. W. A. Johnson, Mrs.
J. Webb, Mr. K. Yano, Mr. E. A.
Shepherd, Mr. S. Ariyama, Mr.
B. Gienger, Mr. A. V. Jay, Mr.
K. Kobayashi, Mr. Y. Kaji, Mr.
T. Nakamura, Mr. T. Nimura,
Mrs. F. Suzuki, Mrs. S. Tanaka,
Mrs. F. & Mrs. G. A. C. Farlor,
Mr. & Mrs. M. Yano, Mr. E.
Zump, Mr. C. D. Araki, Mr.
P. T. Furukaki, Mr. K. Hana-
zono, Mr. I. Haruki, Dr. Imai,
Major W. Inamura, Mr. H.
Kamei, Mr. T. Kamio, Mr. K.
Kohya, Mr. M. Mita, Mr. S.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

SELLING.		30 d/s. San Francisco and New York	
T/T Demand	2/3 1/2	4 m/s. Mark	Nom.
30 d/s.	2/3 1/2	4 m/s. France	9.42
60 d/s.	2/3 1/2	6 m/s.	9.55
T/T Shanghai	Nom.	Demand, Germany	54 1/2
T/T Singapore	88	Demand, New York	54 1/2
T/T Japan	112	T/T Bombay	172 1/2
T/T India	112 1/2	Demand, Bombay	172 1/2
Demand India	112 1/2	T/T Calcutta	172 1/2
T/T San Francisco and New York	54 1/2	Demand, Calcutta	172 1/2
T/T Java	157 1/2	On Yokohama	Nom.
T/T Manila	157 1/2	Demand, Manila	112 1/2
T/T Hongkong	8.80	Demand, Singapore	106 1/2
Demand, Paris	8.80	Demand, Batavia	137 1/2
		On Haiphong	Nom.
		On Saigon	80 1/2
		On Bangkok	80 1/2
		Sovereign	8.45
		Gold leaf per Tael	45.20
4 m/s. L/C.	2/4 9/16	Bar Silver—ready	32 1/2
4 m/s. D/P.	2/4 11/16	forward	32 1/2
6 m/s. L/C.	2/4 1/2	Bank of England rate	37 1/2
30 d/s. Sydney and Melbourne	2/4 1/2	New York/London	4.70
SUBSIDIARY COINS.			
Hongkong 50 cent pieces @	1 1/2 %		
10 " " " " " "	9 1/2 %		
5 " " " " " "	18 %		
Canton sub. coins			
Hongkong, March 14, 1923.			

POST OFFICE NOTICES.

INWARD MAILS.

From	Per	Use
Haiphong	...	14th Mar.
Japan	...	14th Mar.
Australia & Manila	...	14th Mar.
Shanghai	...	14th Mar.
Europe via Suez, (Letters only), London, 15th Feb.	...	15th Mar.
Canada, Japan & Manila	...	15th Mar.
Europe via Suez (Papers), London 15th Feb.	...	15th Mar.
Shanghai	...	15th Mar.
Straits	...	15th Mar.

OUTWARD MAILS.

	Per	Der	Date
Swatow, Amoy & Takao	...	Saoh M.	Thurs. 15 inst. 8
Swatow	...	Esang	Thurs. 15 inst. 8 30
Japan	...	Yachino M.	Thurs. 15 inst. 9 30
Swatow	...	Letang	Thurs. 15 inst. 10 30
Amoy	...	Tijb-ud	Thurs. 15 inst. 10 30
Shanghai	...	Sesueh	Thurs. 15 inst. 2 30
Swatow	...	Hydrangos	Thurs. 15 inst. 3 30
Amoy	...	Teln	Thurs. 15 inst. 5
Straits	...	Van Oloon	Fri. 16 inst. 10
Shanghai, Japan, Honolulu, Canada, U.S.A., O. & S. America & Europe via S. Francisco	...	Nanking	Fri. 15 inst. 1
			Registration 9 15
			Letters 10 70
			(Due S. Francisco 11th April.)
Straits & Cebu	...	Hosang	Fri. 15 inst. 1
Philippine Islands	...	Loongsan	Fri. 15 inst. 2
Kingchew & Bangkok	...	Obenau	Fri. 15 inst. 3
Shanghai & Japan	...	Schierma M.	Fri. 15 inst. 5
Shanghai	...	Yiwanhang	Sun. 15 inst. 9
Swatow, Amoy & Keelung	...	Kaljo M.	Sun. 15 inst. 9
Philippine Is., Sandwich, Australia & New Zealand via Thursday Is.	...	Chingsha	Sun. 15 inst. 9
			Registration 9
			Letters 9
			(Due Thursday 14, 2nd April.)